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9-15 JULY 2025 | NO.1,890 | £4.50

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OFFICIAL NEW KIA EV5

Fresh SUV takes aim at updated Tesla Model Y



DRIVEN VOLVO XC60

Refresh breathes life into popular SUV



SHOCK NEW BENTLEY

EXP 15 reveals glimpse of brand's future



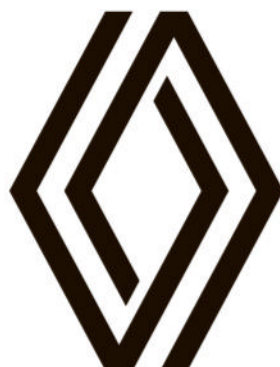
JLR SECRETS REVEALED

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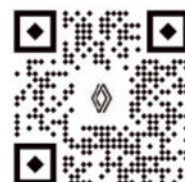
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Subscription prices

UK: £145.00 **Europe:** £240.00 **ROW:** £260.00

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Our content is available for syndication.
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Auto Express is published weekly by Carwow Studio Limited.
 Registered in England and Wales no. 13018565. Registered address:
 2nd Floor, Verde Building, 10 Bressenden Place, London, SW1E 5DH.
 VAT number GB 364 5579 62. Carwow Studio Limited is part of the
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Printed by Walstead Roche, Victoria Business Park,
 Roche, Victoria, Saint Austell PL26 8LX
Distribution: Marketforce (UK) Ltd, 121-141 Westbourne Terrace,
 London W2 6QA. Tel: 0330 390 6464, hello@marketforce.co.uk

AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds
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THIS WEEK



A HOST of recent interesting stories from individual manufacturers have added up to a big picture that reinforces the brilliantly diverse nature of the UK car industry.

The uncertainty over Lotus's future here and Nissan cutting jobs in Sunderland – although the plant looks secure – are countered by Toyota's decision to invest in its UK facility to build the GR Corolla, and the transformation at JLR's Halewood plant ahead of it producing the mid-sized electric Range Rover model from next year. We've been behind the scenes of the £500m revamp to get the lowdown on the Merseyside factory's revolution (see Page 28).

McLaren and Bentley picked up well deserved wins at the Auto Express New Car Awards last week, showing they're still at the top of their game, with Morgan getting a first-ever New Car Awards Commended nod for the excellent new Supersport.

Then you've got Ariel's most powerful car ever – read more about the 525bhp Atom 4RR on the Auto Express website – and Aston Martin launching the “most performance focused” Vantage in its history at Goodwood this week.

Ah yes, the Goodwood Festival of Speed. Although it's an increasingly expensive day out, there is no other event in the world like it, and I'm not sure any other country could pull it off. The array of vehicles and drivers, plus the ability to get up close to some iconic race and road cars, is unprecedented.

Then you can add Caterham working away on the Project V that could shape the brand's future, Rolls-Royce serenely being Rolls-Royce, and Oxford's MINI plant churning away, plus the host of small British sports car makers that flit in and out of the news. Marcos is the latest that could be on the way back.

Of course, that is the sort of story we've heard before; another quaint UK tradition is the number of low-volume performance brands that either teeter near the brink, or disappear, only to be revived again. (Or at least have a businessman announce plans to revive them that never quite materialises).

The likes of Jensen, Noble and especially TVR have a rollercoaster of a history, but there are plenty of others. It all makes for the very rich, unique tapestry of the UK's automotive scene, where there's certainly always something going on.

“IT ALL MAKES FOR THE VERY RICH, UNIQUE TAPESTRY OF THE UK'S AUTOMOTIVE SCENE, WHERE THERE'S CERTAINLY ALWAYS SOMETHING GOING ON”



PAUL BARKER

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Sales boost as UK buys more EVs

TOP STORY Kia EV5

KIA'S NEW E

REVEALED All-electric alternative to Sportage heading for the UK, with prices from about £38k



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REX AFTER being on sale in China for nearly two years, the Kia EV5 is finally making its way to our shores, and the fully electric family SUV is focused on delivering serious bang for your buck in order to top its key rivals such as the Skoda Enyaq, Ford Explorer or Tesla Model Y.

As its name suggests, the EV5 will bridge the gap in Kia's pure-electric range between the award-winning EV3 compact SUV, and the EV9 flagship seven-seater. It will also act as the all-electric alternative to the best-selling, recently refreshed Sportage, because the two SUVs are very similar in size.

Orders for the EV5 will open later this year, with prices expected to start from a little over £38,000, which is less than most of its competition. The entry-level Enyaq, Explorer and Nissan Ariya start from around £39,000, while the cheapest Model Y costs nearly £45,000.

Although being cheaper than rivals is impressive enough, what's really attractive about the starting price is the fact every model will feature an 81.4kWh battery that Kia says will provide up to 329 miles of range. That's about 100 miles more than the base Explorer. It's also not too far off bigger-battery versions of its key rivals, such as the Enyaq, which can cover up to 359 miles at most.

The EV5 uses a single electric motor to power the front wheels, with 214bhp and 295Nm of torque on tap. That allows 0-62mph in 8.4 seconds, while the maximum charging speed of 130kW means a 10 to 80 per cent top-up will take half an hour. Kia has also added a new

heating and cooling function for the battery to help preserve the range in colder temperatures, and make warming the cabin more efficient.

As well as having a single powertrain, the EV5 will be offered in a simple selection of three trim levels: Air, GT-Line and GT-Line S. While specifications are still being finalised, every model should get dual 12.3-inch displays, wireless Apple CarPlay and Android Auto connectivity, a separate 5.3-inch touchscreen for the climate controls, LED headlights, heated front seats, heated steering wheel, keyless entry, three-zone climate control, reversing camera, adaptive cruise control, plenty of other driver-assistance tech and Kia's renowned seven-year/100,000-mile warranty.

Air models will also come with 18-inch alloy wheels and cloth seats, while GT-Line trim – which is expected to be the most popular – adds snazzier 19-inch rims plus a sportier look, thanks to new bumper designs and extra gloss-black trim, two-tone artificial leather upholstery, a three-spoke steering wheel and ambient lighting.

Other practical features include electrically adjustable front seats, a wireless charging pad, heated rear seats, a smart powered tailgate and vehicle-to-load (V2L) capabilities, so owners can use the car's big battery to power appliances via a three-pin plug located under the rear bench.

Top-spec GT-Line S cars – which are expected to cost less than £45k – will get all the bells and whistles, starting with a panoramic sunroof that can be opened, a Harmon Kardon sound system, a 12.3-inch head-up display, 360-degree parking camera set-up, blind-spot view monitor, and 'Premium Relaxation' front seats that are ventilated and can fully recline backwards, if you fancy a nap while charging the car. An energy-saving



**"THE EV5 IS FOC
SERIOUS BANG
ORDER TO TOP
THE SKODA ENY**



SIZE MATTERS

Kia's EV5 is slightly bigger than the brand's Sportage and will be seen as an electric alternative to the popular SUV

EV5 UNCOVERED

AEX OFFICIAL



**FOCUSED ON DELIVERING
FOR YOUR BUCK IN
ITS KEY RIVALS SUCH AS
BYD YAK AND TESLA MODEL Y"**





INTERIOR

Three digital displays handle the instruments, climate controls and infotainment, with the latter able to show messages about any animals inside, thanks to the new 'Pet Mode'



heat pump will also be available as an optional extra only on this model.

Kia has confirmed a hot EV5 GT is coming, but the only detail it's shared so far is that it will ride on 20-inch rims. We expect the hot version to get dual-motors for all-wheel drive and more than 300bhp at least, in order to match the Enyaq vRS. It's also likely to feature the virtual gearbox trickery that was recently added to the EV6 GT, and its synthesised combustion engine soundtrack, to help create a more engaging driving experience.

We're still a few months away from being able to try out the EV5 on the open road, but we have had the opportunity to take a look around, and inside, the car in a studio. Despite this being a family-friendly, value-driven SUV, it has a surprisingly aggressive front end, featuring large but super-slim Star Map daytime running lights that wrap around onto the wings, vertical headlight units, a heavily sculpted bonnet and a similar interpretation of Kia's 'Tiger Nose' design to the EV3 and EV9.

The boxy shape and squared-off wheelarches are very similar to the EV9's as well, while at the rear is a rather large roof spoiler to improve aerodynamics, and a near full-width lightbar that's unique to this car with vertical tail-lights at either end.

The interior is basically identical to that of the EV9 and EV3, but this isn't a bad thing. Every EV5 will have a 12.3-inch digital driver's display, 5.3-inch climate control display and 12.3-inch touchscreen all housed in a single unit. There are haptic shortcut buttons on the dashboard, but further down are a proper physical volume wheel and chunky toggle

switches for controlling the cabin temperature and fan speed.

Kia's latest infotainment system was already slick and almost overflowing with features, but a dedicated 'Pet Mode' will be introduced on the EV5, which makes sure your dog or cat is comfortable inside the car if you have to pop into a shop. It will maintain the cabin temperature, and prevent furry friends unlocking the car by accident, while also displaying a message on the screen letting passers-by know they needn't worry.

Customers will also be offered different entertainment packages so they can stream YouTube, Netflix or Disney+ through the big touchscreen, or play games, while charging. Plus the generative AI chatbot ChatGPT has now been integrated into Kia's voice assistant, so it can understand more natural commands, suggest points to stop nearby, and even make jokes to keep passengers entertained during a journey.

In other markets, the EV5 features a bench seat in the front. However, the European version gets regular seats and a proper centre console that offers extra storage, retractable cup-holders, an armrest, space for the wireless charging pad and even a fingerprint scanner on top models that drivers can use to quickly access their personal profile for the car.

Measuring 4,610mm long, 1,875mm wide and 1,675mm tall, the EV5 is



slightly larger in every dimension than the latest Sportage. Its 2,750mm wheelbase is longer, too, and this, combined with the boxy silhouette and tall roofline, means it provides considerably more knee and headroom for rear passengers than its combustion-powered counterpart, as we found. There's plenty of space for passengers' feet under the front seats, too, plus a completely flat floor.

There are two sets of Isofix child-seat mounting points in the back, a small drawer that slides out of the centre console and USB-C charging points in the backs of the front seats, which is a familiar Kia feature and ensures there'll be no squabbling over who can charge their device.

The 566-litre boot is similar to what you get in the pure-petrol Sportage, and when you need to load larger items, the EV5's rear seat folds down completely flat, providing 1,650 litres of space to play with. Meanwhile, the 44-litre 'frunk' under the bonnet is perfect for getting quick and easy access to the charging cables.



Interior is spacious, with rear passengers g



"THE EV5 PROVIDES CONSIDERABLY MORE KNEE AND HEADROOM FOR REAR PASSENGERS THAN THE SPORTAGE"

AEX OFFICIAL



Kia names its price for hatchback ID.3 rival

AEX UK prices for the new Kia EV4 hatchback have been released, undercutting key rivals while beating them on range and features. Preceding the quirky-looking Fastback by a few months, the European-built EV4 hatch is available to order now, and comes with even more impressive range figures than those initially released a few months ago.

In the UK there will be three trim levels, starting at £34,695 for the entry-level Air with the smaller (58.3kWh) of two battery sizes. Capable of up to 273 miles on a charge, the Kia undercuts its key competitor – Volkswagen's ID.3 Pro Essential 58kWh – by just over £1k.

An upgrade to the larger battery pack (81.4kWh) in the same Air trim will cost £37,695, undercutting the long-range version of the VW ID.3 by more than £1,500, despite doing around 30 miles more (up to 388 miles) on a charge.

From here, the larger battery pack is a standard fit but the spec goes up with GT-Line and GT-Line S models costing from £39,395 and

£43,895 respectively. Equipment highlights include larger 19-inch wheels, sportier styling, upgraded interior upholstery, customisable ambient lighting as standard.

The top-spec S model adds adaptive headlights, heated and ventilated front seats, an upgraded stereo, a 360-degree parking camera and more to the specs.

Whichever EV4 you go for, you'll get a single front-mounted electric motor producing 201bhp. As it stands, there are no dual-motor, all-wheel-drive models, although an EV4 GT is likely to follow in time, possibly with upwards of 300bhp.

The lighter car fitted with the smaller battery is slightly quicker, and will do 0-62mph in 7.4 seconds. The 81kWh model completes the same benchmark sprint in 7.7 seconds, and every model has a top speed of 106mph.

The Kia EV4 Fastback (saloon) will join the hatchback in the next few months, likely matching the trim and pricing structure of the hatch, giving Kia a direct rival for cars such as the Tesla Model 3 and Polestar 2.



getting decent knee and headroom, as well as air vents and climate controls



Decent kit levels include heated and ventilated seats on top-spec models

Bentley puts a classic t



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BEHOLD our first glimpse of the Bentley of tomorrow, inspired by the brand's famous grand tourers from the early 20th century. And as you've probably already guessed, there's no W12 engine or even a V8 under that long bonnet. Instead, it has an EV powertrain.

The Bentley EXP 15 is a concept, and will never go into production, but it represents how the marque plans to seamlessly blend tradition and innovation in future models. It also provides some clues about its first fully electric car, which is due to be unveiled in 2026 and is, of course, going to be built in Crewe.

The car's extravagant silhouette, with its upright grille, "endless" bonnet and rearward cabin, was influenced by the Bentley Speed Six Gurney Nutting Sportsman coupé from 1930. Known as the Blue Train, the car was named for a race that former Bentley chairman and racing driver Woolf Barnato had with a train across France, from Cannes to Calais. He actually arrived in London before the train had reached its destination.

According to Bentley, the EXP 15 concept embodies the five design principles that will shape the brand's future cars: Upright Elegance, Iconic Grille, Endless Bonnet Line, Resting Beast and Prestigious Shield.

Without an engine to keep cool, electric cars don't need a massive grille – but these have always been an important part of Bentley's design language, giving the company's cars such enormous presence. The latest interpretation for the EXP 15 is a shuttered, backlit panel, with

REVEALED Stunning new concept shows how British luxury brand will retain

a complex geometric pattern and central spine that's also illuminated.

The iconic Bentley Wings and Flying B mascot on the nose of the car have also been reimagined, with a sharper, more contemporary look for the EXP 15, and the future road-going EV. This is only the fifth time the Bentley emblem has been altered, and it's the most significant transformation, as a clear signal for the start of a new era.

The notion of the Resting Beast refers to the stance of the car and achieving the perfect proportions of the body. Domen Rucigaj, head of exterior design, explained: "All the finest Bentleys feature rear haunches that bulge outward from the body of the car above the rear wheels, expressing their muscle and potent energy, just like the rounded shape of the bent upper legs of a big cat."

"But a Bentley's overall stance needs to be relaxed and horizontal, not aggressively leaning forward, nor leaning back and looking lazy."

The enormous bonnet is not to overcompensate for the lack of an engine. This is a grand tourer, after all, so underneath is space for luggage, while the large panel at the rear with the Bentley logo and lettering – the aforementioned Prestigious Shield – is actually part of the tailgate and once lowered, offers seating for two.

The 1930 Gurney Nutting coupé also inspired the EXP 15's interior layout, which includes only three seats. Unlike in the McLaren F1, the driver's seat is in the conventional place and has a passenger seat behind it. However, the passenger-side chair has nothing in front of it, giving the lucky occupant massive legroom.

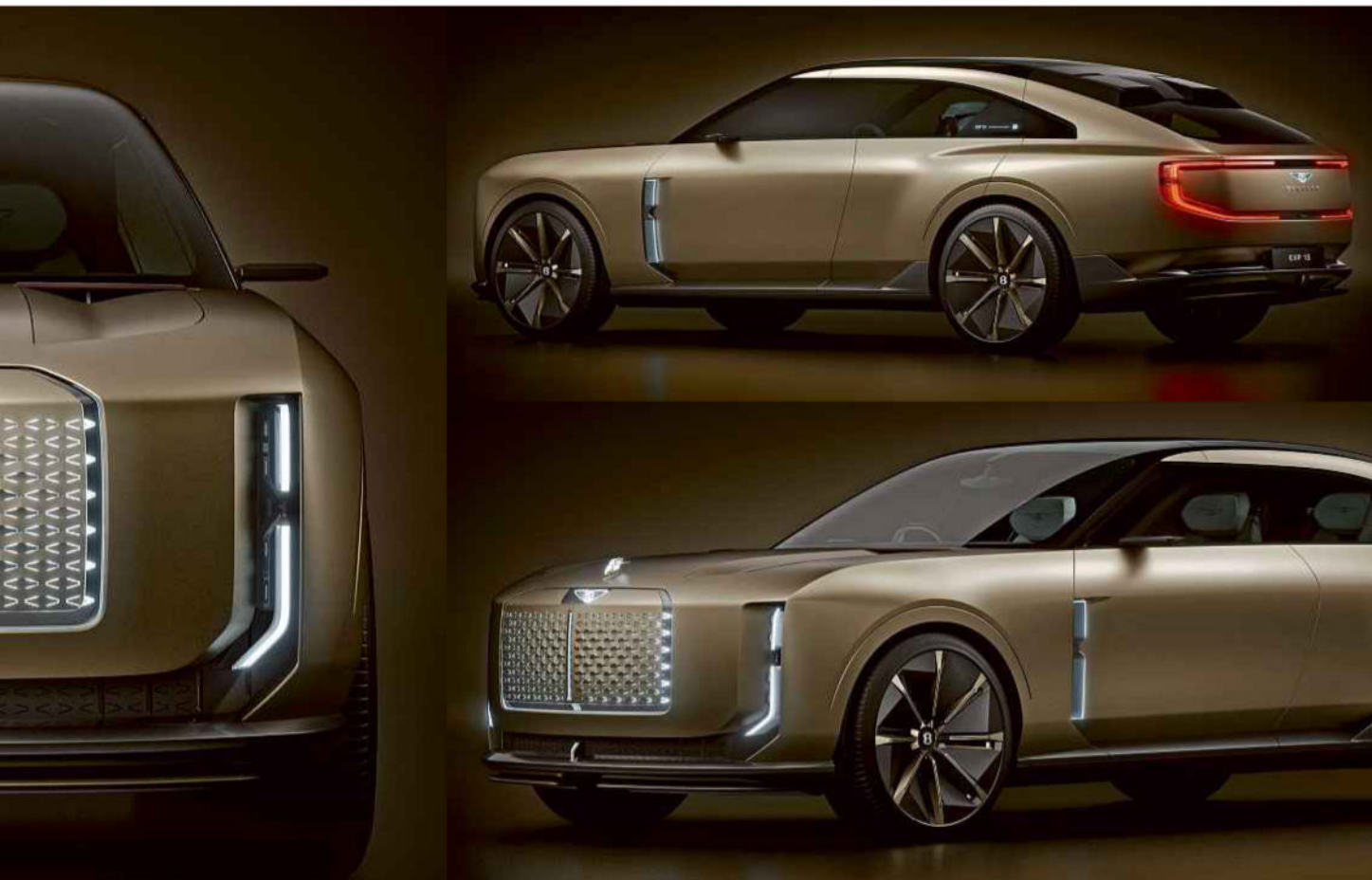
The seat itself can be moved forward in Co-pilot mode, or reclined backwards in Relax mode. The vast



"THE LARGE PANEL AT THE REAR WITH THE BENTLEY LOGO IS PART OF THE TAILGATE AND ONCE LOWERED, WILL SEAT TWO"

twist on electric future

its traditional style in EV age



STYLING

Look of concept is inspired by 1930 coupé. Although there is no engine to cool, the classic Bentley grille is retained, but the wings and Flying B mascot are new



DOMEN RUCIGAJ Head of exterior design, Bentley

"ALL OF THE FINEST BENTLEYS FEATURE REAR HAUNCHES THAT BULGE OUTWARD FROM THE CAR'S BODY, EXPRESSING THEIR MUSCLE, LIKE THE BENT UPPER LEGS OF A BIG CAT"

INTERIOR

Three seats include a passenger seat that slides, reclines and rotates to ease access. 'Wing Gesture' dash (left) continues



space in front of that seat includes footrests, but these can be folded down to create a shallow space for more luggage or even to install a bed for your beloved pet.

Bentley's 'Wing Gesture' dashboard is one of several long-held interior design principles the brand is carrying forward. Another is Bold Gravitas, celebrating the natural materials like wood, metal or even stone that have traditionally featured in Bentley cars. These are used across large areas, so occupants can see and feel them.

Among the other materials used onboard is silk woven in one of the UK's oldest mills by Suffolk company

Gainsborough, founded in 1903, which sits alongside 3D-printed titanium.

Bentley will continue to blend physical and digital interfaces in what it calls Magical Fusion. A set of knurled dials and a starter button sit on the centre console, while behind the glass dashboard is the 'Mechanical Marvel' – a clock-like device that shows the direction of travel, state of charge and other information, and serves as a visual centrepiece for the cabin.

Finally, instead of a rotating dash, the section of the EXP 15's fascia responsible for the infotainment can simply be switched off to reveal the veneered wood surface beneath.

Review threatens future

Geely weighing up a host of options as it tries to stem huge losses at troubled British sports car brand



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THE future of Lotus's UK plant in Hethel, Norfolk, is under review, as its Chinese owner, Geely, takes drastic action to fix the loss-making British sports car brand.

The maker is trapped in a perfect storm, buffeted by tariffs that have inflated the cost of UK sports car exports to the United States, and exorbitant American import duties on its Chinese-built lifestyle EVs that make sales commercially impossible. Lotus is grappling with inconsistent electric car demand, too, and growing the brand from a tiny customer base.

Geely has pumped massive investment into Lotus, funding the clean-sheet electric technology that underpins the Eletre SUV and Emeya sports saloon, and a factory in Wuhan, China. It has also invested £100 million in the Norfolk site, yielding new production lines to build the petrol-powered Emira sports car and pure-electric Evija hypercar.

Nonetheless, Lotus sold only 12,134 vehicles in 2024, and deliveries slid 42 per cent in the first three months of this year to just 1,274 units. Sports cars contributed 555 of those, but volume will have taken a further dive since, with Hethel having to stop production in May after President Trump's announcement of global tariffs.

The US is a critical market for the Emira sports car, accounting for a fifth of Lotus's global volume in 2024. "We hit a bump in the road," Lotus Europe boss Matt Windle told Auto Express a few weeks ago. "But pricing is agreed and cars [will begin] flowing again." With new prices incorporating the 10 per cent import tariff agreed between the US and UK, deliveries are scheduled to restart in August.

But the decline in sports car sales, the recent production hiatus and underperforming sales for the £2.4-million Evija have triggered



multiple rounds of job cuts in Norfolk. Now Geely has ordered a strategic review into Hethel, as part of its drive to get Lotus to break even in 2026.

The review will look at how to boost sales of the existing line-up, decide whether a hybrid or pure-electric sports car should replace the Emira, and even consider closing the factory.

News of the review leaked to the Financial Times, which reported in late June that Geely had decided to shift sports-car manufacturing to the US.

The report sparked intense talks with the Department for Business and Trade, with state support potentially on the table to help Lotus. This statement was also issued: "Lotus Cars is continuing normal operations, and there are no plans to close the factory. We are exploring strategic options to enhance efficiency and ensure global competitiveness."

Shifting sports-car production to the US is unlikely: more logical is that Geely fast-tracks US localisation of the Eletre and Emeya, which will introduce 'hyper-hybrid' powertrains from next year. It already owns a factory in South Carolina producing the Volvo EX90 and Polestar 3, although Volvo expects to add the EX60 next year, eating up capacity.

Chinese executives are said to be acutely aware of the iconic status of Hethel, home to Lotus since 1966, its Formula 1 racers and sports cars. "I think there's a place for Hethel, it's the home of the brand," Windle told us. "When I spend time in China, my Geely colleagues really buy into the brand story; other companies just haven't got that legacy or history."

MATT WINDLE Lotus Europe boss

"WE HIT A BUMP IN THE ROAD. BUT PRICING IS AGREED AND CARS WILL BEGIN FLOWING AGAIN"



New Polestar 7 due in 2028 with Model Y in its sights

THE all-new Polestar 7 – a "premium compact SUV" that's expected to take on the Tesla Model Y and upcoming BMW iX3 – will be launched in 2028 and is the company's first car to be built in Europe.

An official teaser image for the Polestar has been released (right), but doesn't reveal much except the headlight design. We suspect the Polestar 7 will use the new SPA3 scalable architecture that will also underpin the Volvo EX60, which is being revealed early next year, although this hasn't been confirmed.



e of Lotus's UK factory



UNDER REVIEW

Geely is considering many plans to save Lotus, including the closure of the firm's factory in Norfolk



Skoda picked up five awards, including Car of the Year for its new Elroq EV

Auto Express honours Car of the Year winners

REX LEADING figures from across the car industry came together in London last week for the Auto Express New Car Awards. The event celebrated the best cars across 27 different categories, as well as our overall Car of the Year.

As revealed in issue 1,889, the big winner was the Skoda Elroq, with UK MD Matthew Bowden collecting the top prize. The Best Mid-size SUV award also went to the newcomer, which picked up two of the five trophies Skoda took home. The Octavia (Family Car), Superb (Estate car) and Kodiaq (Large SUV) also led their classes.

"Winning Car of the Year means a lot to all of us here at Skoda," said the brand's CEO, Klaus Zellmer. "We set out to create a car that people would love to drive. To see it connect with drivers and experts alike is truly rewarding."

BMW also won five trophies, two for the iX, and Renault's four gongs included wins for its new 4 and 5.

Kia won awards for the revised Picanto and EV3, while the Honda Civic Type R and McLaren Artura

PAUL BARKER Auto Express editor

"DESPITE THE CHALLENGES FACING THE INDUSTRY, IT'S BEEN ANOTHER INCREDIBLE YEAR FOR NEW CARS, WHICH MADE IT HARDER THAN EVER FOR THE TEAM TO PICK A WINNER"

were Hot Hatch and Performance Car champions respectively.

"Despite the challenges facing the industry, it's been another incredible year for new cars, which made it harder than ever for the team to pick a winner," said Auto Express editor, Paul Barker. "But the Skoda Elroq still managed to stand out, hitting the sweet spot for buyers looking to move to electric vehicles."

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Goodwood debut for most focused Aston sports car

EARLIER this year, Aston Martin CEO Adrian Hallmark told Auto Express the firm needed to "focus on customer retention and giving buyers reason to upgrade their cars". First came the uprated DBX S – the company's most powerful SUV – and now it has launched its hardest, most focused sports car to date: the Vantage S.

The new edition is based on the recently updated second-generation car. It gains a modest uplift in power from 656bhp to 671bhp, plus a new throttle map, to enhance driver engagement, and new suspension hardware for greater agility.

There's a handful of visual changes, too, including new centrally mounted bonnet vents, S badges on the front wings, and red detailing on the bespoke 21-inch alloy wheels.

Inside, there's unique Alcantara and leather upholstery, plus carbon-fibre trim inlays. On top of this, owners can specify a new, unique interior option package, bringing a choice of red or silver finishes to the knurled metal drive-mode controller. A Sport interior package is also available.

Despite the car apparently being available to order now, Aston has so far only offered an indicative price of around £170,000 – some £5,000 more than the standard car.

The Vantage S will make its global debut at the Goodwood Festival of Speed this week, with first deliveries expected before the end of the year.





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Rallye features tweaked suspension

Stage is set for Rallye version of Alpine hot hatch

ALPINE has a rich history in rallying, having won the inaugural World Rally Championship in 1973 – and the firm is heading back to the forests with the new A290 Rallye.

Like the A110 Rally unveiled in 2019, the all-electric A290 Rallye is a genuine racing car. It has been developed by Alpine's hi-tech engineering facility in Viry-Châtillon, France, and will hit the start line at a "single-rally challenge" before the end of the year, the firm says.

The regular A290 hot hatch features some major changes over the Renault 5 on which it's based, and the Rallye includes further key motorsport upgrades. For starters, there's a full roll cage, bucket seats from Sabelt, a quick-release bonnet and a roof-mounted air intake.

The Rallye has the same 52kWh battery and 217bhp, 300Nm electric motor as the regular car. Assuming the new edition has a stripped-out interior, it should beat the road car's 6.4-second 0-62mph time.

The A290's bespoke ZF limited-slip differential is kept, too, but the single-speed gearbox and electronic management system in the Rallye are revised, while the suspension set-up has also been tweaked.

Although the regular Alpine A290 GTS costs from £37,500, the Alpine A290 Rallye starts at 59,990 Euros (roughly £52,000) excluding VAT.


NEW OFFICIAL

TESLA BOOST
Recently revised Model Y
is now in showrooms

One in four new car sales are EVs as Tesla recovers

REPORT EV sales are on the up, but still behind Government targets



Tom Jervis

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REX AFTER months of lacklustre showroom performance, Tesla is once again thriving in the UK sales charts following what has been called a "bumper" month for registrations, with one in four new car sales being an EV.

In June, the Tesla Model Y was the UK's best-selling electric car and the third-most popular car overall, closely followed by the Model 3, which was the sixth-most registered car last month.

This comes after sustained poor sales for Tesla; in May, Elon Musk's EV brand was outperformed by BYD and Dacia. However, while Tesla's market share is still marginally down from 2.29 per cent to 2.18 per cent year-to-date, it remains ahead of the aforementioned competition.

Tesla also admitted that its sales tend to peak towards the end of a quarter, whenever shipments arrive from its Gigafactory in Berlin. Plus many of this month's registrations are pre-orders for the newly facelifted Model Y, which is just starting to trickle onto UK roads.

Nevertheless, outside the UK, Tesla isn't faring so well; the firm

recently reported that worldwide sales had dipped for the second quarter in a row, down 14 per cent year-on-year. And things could get worse, with President Donald Trump threatening to cut government subsidies to Tesla in his ongoing feud with CEO Musk following his exit from the US Department of Government Efficiency.

Back on this side of the pond, new-car registrations as a whole in the UK have also risen by 6.7 per cent year-on-year in June, with the Ford Puma retaining its position as the nation's favourite car.

There is also reason to be cautiously optimistic for the UK's EV market; in June, one in four (24.8 per cent) of new cars registered were fully electric, compared with 21.6 per cent year-to-date. While this is still behind the 28 per cent demanded by the UK's ZEV Mandate, it does represent a jump of more than a third year-on-year.

All of this comes at a cost, though. The UK's Society of Motor Manufacturers and Traders has warned that since the beginning

of the ZEV Mandate in 2024, the industry has spent as much as £6.5 billion on consumer incentives to artificially boost demand for EVs.

SMMT chief executive Mike Hawes said the growth in popularity of EVs is "good news", but added that the market "is still being driven by substantial industry support with manufacturers using every channel and unsustainable discounting to drive activity, yet it remains below mandated levels".

The SMMT has frequently called on the Government to implement incentives, much like the Plug-in Car Grant, which was discontinued in 2022. Hawes said: "Government incentives can supercharge the market transition, without which the climate change ambitions we all share will be under threat."

However, even Hawes recently admitted to Auto Express that the industry's wishes are "rather optimistic" – especially with the Government's recent U-turns on disability benefits and winter fuel payments, which will both result in hits to the public purse.

MIKE HAWES SMMT chief executive



"GOVERNMENT INCENTIVES CAN SUPERCHARGE THE MARKET TRANSITION, WITHOUT WHICH THE CLIMATE CHANGE AMBITIONS WE ALL SHARE WILL BE UNDER THREAT"

Geely to launch in the



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THE onslaught of arrivals from China in our showrooms is continuing apace with confirmation that Geely is coming to the UK.

While some of the new brands are fairly unknown, the Hangzhou-based powerhouse, which owns Volvo, Polestar and Lotus, is a genuine automotive giant, and as such should be a force to reckon with.

The first car Geely is launching here will be the EX5, an all-electric C-segment SUV that's designed to challenge the Skoda Enyaq, Kia EV6 and Hyundai Ioniq 5 as well as other family EVs from China, such as the Leapmotor C10.

Geely's expansion into the UK market comes as the wider Geely Auto Group announced a record 2.1 million vehicle sales in 2024 – an increase of 34 per cent – with more than 400,000 of those coming from markets outside of China.

The plan for Geely in the UK will be to deliver the company's own network of dealerships, rather than share its sub-brands' existing franchises.

The EX5 will be looking to take a slice of the popular all-electric mid-size SUV pie. And the model British buyers get won't merely be the same one that was first unveiled for the Chinese market in late 2024 either. The EX5 destined for the UK will be based on the Australian-market model, because of similarities in customer tastes and the fact that both are right-hand drive.

Geely has also sought the help of Lotus with the EX5, by allowing the Norfolk sports car firm to run a "number of tests" on the EV.

Regarding the EX5's UK launch, Mike Yang, Geely Auto UK's general manager, said: "We're aware that UK customers have unique demands.

"For that reason, before we release the car for sale, we're working with the experts at Lotus Engineering to make sure we have a car that's in line

REVEALED The EX5 has been fettled by Lotus to ensure it lives up to Brits' d

AEX OFFICIAL



LEADING THE CHARGE

Geely's EX5 will spearhead the firm's expansion into the UK EV market. The SUV's interior is very minimalist



with expectations. Lotus Engineering has a formidable track record, along with some of the best research and development resources, so we're delighted to be working closely with them," Yang added.

We're not sure what tweaks Lotus made to the EX5 during the electric model's "comprehensive evaluation", although Geely claims the car is tailored to "European roads and customer driving styles".

Specifications for the EX5 haven't been announced, but we imagine it will mirror the variant offered in Australia. That model has a 60.2kWh battery giving a WLTP-rated 267-mile

"THE EX5 WE'LL GET IN THE UK WILL BE BASED ON THE AUSTRALIAN-MARKET MODEL"



range, a 20-minute 30 to 80 per cent top-up time, thanks to a maximum recharge rate of 100kW, plus a front-mounted 215bhp electric motor that allows for a 6.9-second 0-62mph benchmark sprint time.

We expect the 15.4-inch central touchscreen to be carried over from other markets, along with a 10.2-inch driver's display and an almost complete lack of physical buttons, aside from a large rotary dial on the centre console.

While pricing hasn't been revealed for the Geely EX5, we expect it will start from around £35,000 when sales start in Q4 this year.

UK with electric SUV

living expectations



Cabriolet version of the Porsche 911 Carrera 4S will be joined by Coupé and Targa cars

Four-wheel-drive 911 Carrera 4S to come in three flavours

NEW ANOTHER trio of derivatives have been introduced to the 992.2 Porsche 911 range, with the all-weather Carrera 4S now available in Coupé, Cabriolet and Targa forms. Porsche says that around half of 911 Carrera S sales are specified with all-wheel drive; together with a selection of equipment upgrades, this creates a new high-end Carrera model without the GTS's T-Hybrid powertrain.

Priced from £127,000, the Carrera 4S costs £6,500 more than the two-wheel-drive model, and throws in a few additions, including the standard fitment of matrix LED headlights, customisable interior ambient lighting and wireless phone charging.

Otherwise, the 4S shares its chassis set-up with the two-wheel-drive Carrera S, including Porsche's torque-vectoring rear differential, sports exhaust and adaptive suspension. As always, a huge range of options can be added to this, including a Sport

set-up with a 10mm drop in ride height, carbon-ceramic brakes and rear-wheel steering. As with all 911 Carrera coupés of the current 992.2 generation, rear seats are a no-cost option.

For an extra £10,000 you can specify the Cabriolet model with those rear seats in place, while topping the range is the £137,600 Targa. This model throws in rear-wheel steering as standard equipment, and also usefully lowers the cost of entry to the Targa line-up by nearly £20,000 over the existing Targa GTS.

Mechanically, the 4S has the same 473bhp variant of Porsche's twin-turbocharged 3.0-litre flat-six engine. This is a 19bhp increase over the previous 4S, with torque rated at 530Nm. Porsche quotes a 0-62mph time of 4.3 seconds for the Coupé, 0.2 seconds faster than the rear-drive alternative. However, there is no manual option – only the quick-shifting eight-speed dual-clutch automatic.



Land Rover paints it black for new Defender flagship

HOT on the heels of the Range Rover Sport SV Black, comes a new flagship Land Rover Defender. The Defender Octa Black has 30 pieces of exterior trim finished in either gloss or satin black, with a similarly dark finish applied to the cabin.

The Octa Black is unchanged under the metal from the standard range-topping Defender Octa – meaning a 626bhp twin-turbo, mild-hybrid V8 and a dedicated Octa drive mode. Prices from the Octa Black start from £158,045 – £10k more than the existing Octa.

Mark Cameron, managing director for the Defender brand, said: "We know our clients love giving their Defenders all-black finishes, so the company's designers have applied this principle to every possible surface – inside and out – to create the ultimate tough luxury Defender Octa."

Fresh hybrids for Genesis as brand grows UK line-up

GENESIS will launch a series of hybrids designed to bolster its position in the premium new-car market.

While the maker hasn't confirmed which models are in line for a hybrid powertrain (above), UK brand director Jonny Miller told us the company would not retro-fit petrol engines to dedicated EVs that sit on the E-GMP platform. This rules out the GV60, but leaves the newly-facelifted GV70 SUV and G80 saloon as possible candidates.

Miller also said the move could allow Genesis to "bring back models that were previously offered with a petrol engine" – cars such as the GV80, and possibly even the G70 and G70 Shooting Brake. It may also present the maker with an opportunity to finally sell the GV80 Coupé here.

We could see the first hybrid Genesis variants as soon as this year, alongside the first of the firm's hot Magma cars.



FIRST FOR DRIVES



22 LEXUS RZ 550E

Tech updates improve crossover



24 MERCEDES-AMG GT SE PERFORMANCE

Super-quick, but short on thrills



26 TOYOTA YARIS EXCEL

More power for mid-range trim

ON THE ROAD

With a 4.9-second 0-62mph time, performance is brisk, yet the comfort-orientated air suspension means the XC60 is better suited to relaxed cruising



Volvo XC60



Alastair Crooks

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VOLVO'S future might be electric, but it's still investing in its current crop of petrol-powered models, with the popular XC60 the latest to be revamped. Yet simply calling it "popular" might be an understatement, because in June, the mid-sized SUV became the best-selling Volvo in history with 2.7 million sales, surpassing the legendary 240.

Since the XC60 was launched in 2008, there have only been two generations and although the current version has been around since 2017, a mid-life refresh has only been introduced this year. That's not by chance, though – Volvo will soon launch the similarly sized EX60 to provide an all-electric alternative to the XC60. The strategy feels extremely similar to the arrival of the new electric

EX90 last year to sit alongside the XC90, which coincidentally received its own refresh in 2024.

The changes mirror the new XC90 too, with the XC60 gaining a more sophisticated look, a bigger touchscreen and much slicker tech. While the XC60 has been one of our favourite premium family SUVs of recent years, there are plenty of shiny new rivals to contend with, such as the fourth-generation BMW X3 and third-generation Audi Q5, both of which were launched only last year.

From the outside, there's not too much to unpack with the updated XC60. There's a fresh grille design with diagonal slats that ape the ones found on the latest XC90, plus Volvo's new logo in the centre, while the rear lights have gained a darker tint.

Three new paint finishes – Forest Lake, Aurora Silver and Mulberry Red – are offered, giving a total of eight to pick from. There's also a new selection of 18-22-inch alloy wheel designs. Our test car, in range-topping Ultra trim, sat on 21-inch wheels and featured the 'dynamic' (Volvo-speak for metallic)



ESSENTIALS

Volvo XC60 T8 Ultra

Price: £68,860 **On sale:** Now

Powertrain: 2.0-litre turbocharged four-cylinder petrol, 18.8kWh battery, 1x e-motor

Power/torque: 449bhp/709Nm

Transmission: Eight-speed auto, four-wheel drive

0-62/top speed: 4.9 seconds/112mph

Economy/CO₂: 282.5mpg/23g/km

EV range: 49 miles

Size (L/W/H): 4,708/1,902/1,651mm



PRACTICALITY

Boot capacity with the rear seats up is 468 litres; this expands to 1,528 litres with them folded. There's underfloor storage, too

FIRST DRIVE Volvo's best-selling car ever gets a subtle refresh for 2025. We put it to the test



Forest Lake finish, and a blacked-out grille – pretty much negating the redesign.

When the current XC60 was launched, it had a seven-inch touchscreen. This was replaced soon after with a nine-inch unit, but now there's a new 11.2-inch, portrait-orientated touchscreen. While those older units were embedded within the dashboard itself, the size of the new display means it sits out rather prominently.

The touchscreen is exactly the same as in the XC90 and features an identical infotainment set-up. Powered by a new Qualcomm Snapdragon processor, the XC60 loads its menus and responds to inputs quickly. But rather than copying the 'everything, everywhere' layout of Mercedes' MBUX or the near-infinite configurability of BMW's iDrive, the Volvo system is quite minimalistic.

The company says it's been designed to require fewer taps to reach your desired menu, which is just as well because there are no physical shortcut buttons. What we do like about the set-up is the

main screen, which sensibly prioritises the Google-based navigation. The audio and smartphone connectivity tab appears below, and while a tap of the always-available home button gets rid of it – and increases the size of the map – it reappears when you jump back from sub-menus.

Google Assistant is also built-in, with more apps available through the Google Play store, and over-the-air updates taking care of future upgrades. Apple CarPlay features, too, yet it doesn't look as well integrated as the Android set-up. Volvo says it has improved the wireless charging pad, and our smartphone never got unacceptably hot during charging. Other tweaks include an extra cup-holder in the centre console and new Quilted Nordico and Navy Herringbone Weave interior decor options.

A Harman Kardon sound system is standard on lower-spec XC60s, although our car benefited from the considerably superior Bowers & Wilkins audio, providing a truly exceptional level of sound quality through a new design of mesh speakers.

The audio system's performance is assisted by improved noise reduction. This comes courtesy of extra sound insulation in the A and B-pillars, and on the move the Volvo remains one of the more refined options in its class. We encountered some road noise due to the larger wheels on our test car, although wind noise was dealt with superbly.

Only available in all-wheel-drive guise, the XC60 is still offered with the B5 powertrain, which links a 2.0-litre petrol engine to a mild-hybrid system for 247bhp and 350Nm of torque. This provides a 0-62mph sprint in a sprightly 6.6 seconds.

There's also a T6 with another 2.0-litre four-cylinder petrol, except this is a plug-in hybrid with an 18.8kWh battery, sending power to an electric motor for a total of 345bhp, with the 0-62mph time falling to 5.7 seconds. There's up to 51 miles of electric-only driving, which is a little way off the Mercedes GLC 300 e PHEV's 80 miles and Audi Q5 e-Hybrid's 70 miles. The T8 has the same plug-in hybrid set-up as the T6, although it's boosted to 449bhp, with range dropping slightly to 49 miles.

There's not a huge array of driving modes to choose from. In some ways this is refreshing, because it seems like the firm knows its customers aren't overly interested in endlessly configuring their cars, particularly in relation to performance.

You can switch the powertrain's output with a dedicated and self-explanatory Off-road mode, an AWD mode, Pure (which relies solely on the electric motor), Power (which pumps out the maximum power at any one time) and Hybrid, which attempts to balance the efficiency of the two power sources.

And it's in Hybrid mode where the plug-in hybrid XC60 does its best work. We're not sure how achievable Volvo's claimed 282.5mpg figure really is, but we found there's enough electric power for

"The comfort-orientated air suspension means there's some noticeable body roll"



"When the XC60's engine is required, it's a seamless transition, aside from a distant hum."

steady town and country driving, and when the engine is required, it's a seamless transition, aside from a distant hum. The silent running of EV power is very well suited to the car's laid-back character.

There are three modes for battery usage: Auto, Charge and Hold. In Charge, the XC60 recharges the battery from brake regeneration (which itself can be modulated from one-pedal driving to engine-braking simulation), and after 15 minutes in this mode, we had added six miles of electric range.

If you do push the XC60 T8 close to its limits, you'll find it's a long way from being the most dynamic car in its class. The comfort-orientated air suspension means there's some noticeable body roll and the steering is light, no matter which of the three steering modes you're in, and feels quite vague.

It's obviously fast in a straight line, although the shifts aren't the quickest, so it doesn't feel that responsive whatever mode you select. There are no steering column-mounted gearshifters, either.

The mild-hybrid B5 in base Core trim starts at £48,410, while the BMW X3 costs from £50,165, and the Audi Q5 £51,410. Be careful with the XC60 trim levels, though, because while the plug-in hybrids start at just over £55k, the highest-spec Ultra with the most potent PHEV powertrain is almost £70k.





s required, it's a
from a distant hum"



DETAILS

The upgraded Bowers & Wilkins audio sounds fantastic, while the Google-based sat-nav is complemented by the tech giant's Assistant

REX VERDICT ★★★★★

THE Volvo XC60 remains steadfast in its pursuit of clean, minimalist design, pleasant interior build quality and overall refinement, ensuring the Swedish manufacturer's biggest-selling SUV provides a different flavour to its German competitors. The updates introduced for 2025 aren't significant, but they do keep the XC60 feeling fresh in its ninth year on sale.

Lexus RZ 550e



Matt Robinson

FRESH off the back of its most successful year ever in the UK, Lexus has given the electric RZ electric crossover a light technical overhaul. The RZ is only the second full-EV from the firm, and it has proved popular since its 2023 launch, with 3,300 examples finding homes here.

But while early impressions of the RZ were largely positive, there were some problems, such as the Japanese model's relatively short range and its comparatively slow charging times. So this round of remedial work focuses mostly on stuff that you can't see – this isn't a facelift in the conventional automotive sense, and the car's swoopy design sneaks through largely untouched.

Ditto the high-quality interior, which is beautifully put together and operates in an intuitive fashion, thanks to Lexus having (finally) got to grips with an infotainment system that doesn't utterly infuriate the driver from the get-go.

The principal talking point here, therefore, is that the RZ's battery capacity has increased to 77kWh (it was previously 71.4kWh), while changes to its cell composition and the adoption of a higher peak AC charging speed of 22kW have reduced the amount of time owners should have to wait when the vehicle is plugged in.

If you've got the means – that 22kW peak speed requires three-phase electricity, which is only really found on commercial premises or in the public network – you'll be able to charge up from 10 to 100 per cent in around three and a half hours. Topping up from 10-80 per cent at the Lexus' maximum 150kW DC rate now requires just 30 minutes.

The official range on most models has moved beyond the 300-mile barrier, too. A single-motor 350e will officially manage up to 353 miles from a charge on the smallest 18-inch wheels – an increase of 58 miles – while the dual-motor 500e will achieve 310 miles. Watch the optional 20-inch wheels, though, because they hit efficiency and see range pegged to 315 miles and 283 miles respectively. The 550e is only offered with 20-inch rims and is downgraded to a 279-mile maximum.

The power output of all RZ models has swelled, too, resulting in the old 300e and 450e being replaced by the 350e and 500e respectively. There's also a new range-topping 550e version – tested here – which will be the first RZ offered in racier F Sport trim. Outputs for the newcomers range between 221bhp for the 350e and 402bhp

“The principal talking point is that the RZ's battery capacity has increased to 77kWh”

FIRST DRIVE Tech updates improve the electric crossover, but its new steer-by-wire system's 'yoke' will divide opinion

ON THE ROAD

Upgrades to the suspension, steering and structural rigidity have improved the RZ dynamically



ESSENTIALS

Lexus RZ 550e F Sport

Price: £70,000 (est) **On sale:** Late 2025

Powertrain: 77kWh battery, 2x e-motors

Power/torque: 402bhp/538Nm

Transmission: Single-speed automatic, four-wheel drive

0-62/top speed: 4.4 seconds/112mph

Range: 279 miles

Max charging: 150kW (10-80% in 30 mins)

Size (L/W/H): 4,805/1,895/1,635mm



CHARGING The larger battery usefully increases the range in most versions, charging speeds are improved, too

for the 550e. These are serious increases, given that the old 450e topped out at 309bhp.

Pleasingly, changes to the suspension, steering and structural rigidity across all models have markedly improved the car's dynamic behaviour. Both the front-wheel-drive 350e and the all-wheel-drive 500e are very pleasant to travel in, with excellent ride comfort and rolling refinement coupled to sharp, adept handling.

The 350e has just about enough punch, with 269Nm of torque, to feel able to keep up with regular traffic flow without difficulty. But the muscular 500e is the more fitting on-road performer for a premium brand like Lexus.

Yet the 550e we tried brings some unusual tech to the fore. The first is Interactive Manual Drive, which uses torque interruption from the motors and synthetic noises to simulate a combustion car with gears. The second is steer-by-wire, which Lexus says is the first implementation of this system in the European market. But we reckon both of these are gimmicks, rather than meaningful advancements in the EV story.

The steer-by-wire is actually fine and feels organic once you're up to a higher-speed flow on the right roads, even if low-speed manoeuvring can be a somewhat sudden, imprecise affair.

Yet the oblong yoke which controls it is, literally, reinventing the wheel when there's no need to do so. It looks and feels odd in your hands, and the ergonomics of its strangely stunted paddle shifts



for the 'gearbox', the unusual placement of key controls on its face, and its stalks which aren't column-mounted (they rotate with the yoke) are somewhat counterintuitive at first.

Those 'gears' are ripped through much too quickly and the RZ makes a peculiar digital noise – a bit like an industrial cement mixer overlaid with a jet engine – as it accelerates. It's a noble effort at bringing added interactivity to the EV driving experience, but the set-up is nowhere near as successful as the Hyundai Ioniq 5 N's system. We reckon you'll try it once or twice and then forget about it.

The same could be said about the steering. It's not bad, but that steering yoke spoils it. And, in a wider context, the 550e F Sport doesn't feel appreciably quicker or more enjoyable to drive than the longer-legged, cheaper 500e.

We would therefore stick to models with the standard steering set-up and no fake gearshifts. When specified as such, the updated Lexus RZ is a far more compelling alternative to the premium electric SUV crowd.

DASHBOARD

High-quality finish is boosted by a decent infotainment system, although the oblong steering 'yoke' won't be to all tastes



VERDICT ★★★★★

LEXUS has addressed some of the concerns with its electric RZ by increasing its power, extending its range and cutting its charging times. Along with suspension and structural upgrades, this EV has improved – but choose your variant carefully: the 550e F Sport's steer-by-wire system and 'yoke' aren't for everyone. The 500e is a better all-rounder.



Mercedes-AMG GT 63 S E Performance

FIRST DRIVE Cutting-edge hybrid technology generates colossal power, but does it create a car that's actually engaging to drive?



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REX GIVEN that the car's name takes up so much of this page, it might not shock you that the Mercedes-AMG GT 63 S E Performance Premium Plus is quite a lot to take in. At the top of the new AMG GT range, it combines Formula One-inspired tech with AMG's well proven twin-turbocharged V8, to create an 803bhp flagship with the Porsche 911 Turbo and Aston Martin Vantage in its sights.

AMG's GT has had a few different forms over the generations, but the latest edition's styling appears to be taking a direct line towards the Porsche 911. The two models couldn't be further away from one another under the skin, though.

Fundamentally, a modern AMG GT is relatively simple: the engine now has a nine-speed gearbox bolted to it, leaving enough space for a generous boot and two tiny, but still useful rear seats.

The GT 63 S E Performance, however, adds an electrified rear axle with a 197bhp e-motor, two-speed transmission, limited-slip differential and 6.1kWh battery. Power can also be sent from the rear-mounted e-motor to the front wheels, and the front axle can be locked out entirely in Drift mode.

When the various elements are considered as one, the GT is capable of producing 804bhp and a colossal 1,420Nm of torque. In Launch Mode, it'll sprint from 0-62mph in 2.8 seconds and top out at 199mph. Impressive figures, especially considering its 2,195kg kerbweight.

To help keep that mass in check, Merc's carbon-ceramic brakes are standard-fit, sitting behind 21-inch wheels and high-performance Michelin rubber. There's also rear-wheel steering and a set of hydraulically cross-linked dampers that replace the regular car's anti-roll bars. All this content isn't cheap, at £186,290, but then it's a lot of car.

With every trick in AMG's playbook in use here, however, there remains a question mark over how

many of these technical elements actively improve the driving experience, or just provide mechanical recourse. This is, after all, a Porsche 911-rivalling supercar that weighs more than a few luxury seven-seat SUVs. The answer is in the driving, and in this regard the GT 63 S E Performance is both astonishing and disconcerting at the same time.

Unsurprisingly, the AMG's performance is totally off the scale – and considerably stronger than any road user could possibly need. The e-motor's torque is present almost all of the time, and you don't need to worry about the battery going flat, because the system never lets its charge drop below 25 per cent.

The ride and handling is also very impressive, with the complex suspension giving the car incredible poise and stability in the corners without feeling too firm or harsh. This applies to all the drive modes, with even the most track-focused ones compliant enough to keep the vehicle feeling controlled.

But those hoping for an engaging driving experience might be a little disappointed, because some of these chassis systems also isolate you from the process of driving. The steering, while well weighted and accurate, is short on feel, and the rear axle steering feels less subtly integrated than in the systems used by Porsche and Lamborghini.

The brakes are monstrously powerful, but have little feel and the electrical assistance isn't always consistent. The soundtrack is disappointing too,



PRACTICALITY

Rear seats are really only suitable for small children, but they do make the car a little more versatile as a GT



GT 63

"The AMG's performance is totally off the scale – and considerably stronger than any road user could need"

**INTERIOR**

Materials are excellent, but while the new car's dash is a big change from the last GT's, it looks pretty similar to a high-end C-Class's

with an overly augmented drone coming from the speakers, masking the surprisingly subdued V8.

There's no doubting the AMG's performance, grip or composure, but the end result is a model that never feels particularly engaging.

However, the car does a good job as a GT. It has a great ride quality, a nicely appointed cabin and semi-usable rear seats. But there are issues, not least the relatively poor refinement, and the reduced boot space due to the hybrid system's battery pack.

Technically, the GT 63 S E Performance is quite an achievement, but we're not sure the benefits of the hybrid system justify the compromises. Porsche has more sophisticated ways of electrifying its cars, and we can't help but wonder if it has picked a better route than AMG, while simpler and cheaper versions of the GT give a better all-round experience.

ESSENTIALS

Mercedes-AMG GT 63 S E Performance Premium Plus

Price: £186,290 **On sale:** Now

Powertrain: 4.0-litre, V8 turbo petrol, 1x e-motor and 6.1kWh battery

Power/torque: 804bhp/1,420Nm

Transmission: Nine-speed auto, all-wheel drive

0-62/top speed: 2.8 seconds/199mph

EV range: 6 miles

Economy/CO₂: 26.7mpg/241g/km

Size: 4,728/1,984/1,354mm

**VERDICT ★★★★★**

MERCEDES-AMG has rarely held back in the pursuit of power, and in its hybrid age none is more potent than the AMG GT 63 S E Performance. This is a wickedly fast car that knocks on the door of hypercar-levels of straight-line speed and is mightily impressive. But the means by which the flagship GT's performance has been achieved result in a finished product that's hard for a driver to properly engage with.



Max Adams

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“The dashboard is constructed from plenty of hard plastics, but it’s well screwed together”

REX WE all like getting good value for money, so it’s nice to know that Toyota has enhanced its Yaris supermini line-up by offering the more potent 128bhp hybrid set-up with the mid-range Excel trim, rather than reserving it exclusively for the flagship GR Sport as it had previously.

This latest set-up should appeal to those keen to have more oomph in their supermini without sacrificing economy, because the extra power comes from a beefed-up electric motor, rather than a larger and less fuel-efficient petrol engine.

Power is up from the 114bhp in the basic set-up (which is still available in entry-level Icon and Design trims) to 128bhp, helping to reduce the 0-62mph time from 9.7 seconds to 9.2 seconds, and making it slightly swifter than the rival Honda Jazz in the process. Fuel efficiency remains strong at 67.2mpg – around 3mpg shy of the 114bhp version.

You’d have to try both models back to back to spot any difference in how they drive. The 128bhp hybrid makes it a little easier to get up to motorway speeds, although doing so is still accompanied by loads of revs, which is typical of a continuously variable transmission (CVT). At least you’re not forced to spend so long experiencing that din given that you get up to speed more quickly.

Around town, where you’re arguably more likely to use a Yaris, we found the 128bhp set-up feels just as perky as its less powerful sibling. The initial shove is still provided in an instantaneous fashion by the electric motor before the engine kicks in, which helps to make the Yaris feel easier to get away from the lights than a Volkswagen Polo or Skoda Fabia fitted with a DSG automatic gearbox. Both rivals suffer from noticeable lag between putting your foot down and the car moving.

Couple this with its diminutive dimensions, and the Yaris feels right at home in urban environments. It’s easy to brake to a smooth stop, and there’s plenty of stopping force should you need to quickly

come to a halt for pedestrians or errant food delivery bikes. You can usually avoid potholes and deep drain covers thanks to the light and precise steering, but even if you can’t, you won’t end up with your teeth shattered because the ride is nice and compliant. However, there is some fidget over rougher surfaces at speed, which isn’t something that bothers the more refined Renault Clio.

The French car is also a more comfortable place to tackle a long motorway jaunt. In comparison, there’s too much road noise in the Yaris, which is a shame, because it feels very stable at 70mph, with well controlled body movements over undulations that stop the ride from feeling bouncy.

You also wouldn’t want to spend hours behind the wheel, because although the driver’s seat is nicely bolstered to keep you in place during cornering, it has a very short base and no tilt adjustment to improve the under-thigh support. However, you do get electric lumbar adjustment for the driver with Excel trim, which is a rarity in this class.

Perhaps the biggest problem with the Yaris is that it could do with more space inside. Although things are fine up front for a tall driver with plenty of head and legroom, space in the back is at a premium. A similarly sized adult sitting behind that driver in their preferred position will have their knees pressed into the back of the seat in front, and their head brushing the roof.

Anyone taller than that will struggle further, and you’ll find it difficult to squeeze three adults across the back seat because the Yaris isn’t particularly wide. Plus, the rear doors are quite small and don’t provide great access, which may be a problem for anyone trying to install a child seat into the Isofix points on the outer rear seats.

The 286-litre boot capacity also falls short of the 304 litres provided in the Jazz, and the Yaris has a rather high sill to negotiate when loading heavy items into the back. By contrast, you can simply



REFINEMENT

Yaris suffers from wind noise at motorway speeds, while hybrid is noisy when accelerating hard

Toyota

FIRST DRIVE Frugal supermini goes green with Excel trim, but it’s an expensive



ESSENTIALS

Toyota Yaris 1.5 Hybrid 130 Excel

Price: £28,195 **On sale:** Now

Powertrain: 1.5-litre three-cylinder petrol hybrid

Power/torque: 129bhp/120Nm

Transmission: CVT automatic, front-wheel drive

0-62/top speed: 9.2 seconds/108mph

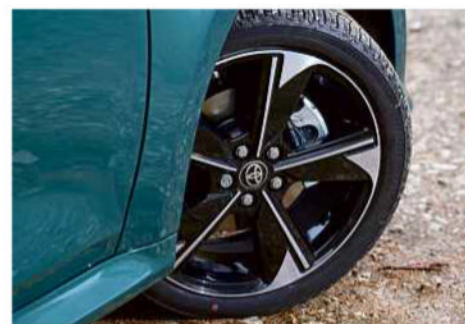
Economy/CO₂: 67.2mpg/95g/km

Size (L/W/H): 3,940/1,745/1,500mm



COMFORT

The Toyota's ride is generally smooth around town, but there is some fidget over rougher surfaces at higher speeds



a Yaris Excel

gets more potent hybrid system
sive option within the range



Pete Gibson

slide items into the Jazz because its boot floor sits level with the rear bumper.

The dashboard in the Toyota is constructed from plenty of hard plastics, but it's well screwed together. It features simple-to-use physical climate control dials and buttons, and rather than the nine-inch central touchscreen on lower trims, Excel spec gets a 10.5-inch display. Despite this being an upgraded system, it isn't as easy to navigate or as responsive to inputs as the one found in the Clio, and it doesn't have that car's ability to use Google mapping with up-to-the-minute traffic information or its intuitive voice-recognition software.

However, our biggest issue with this more powerful 128bhp Yaris is the price. It's not available on the lower two trims, so there's a significant £3,000 jump to get Excel, the least expensive trim this powertrain is available with; it costs just over £28,000 compared with our preferred Design trim at a little over £25,000. To put it another way, that's about £60 more per month on PCP finance,

according to the Auto Express Find a Car service – although that does get you goodies such as wireless phone charging, front and rear parking sensors, a 12.3-inch digital instrument cluster, and satellite navigation with full wireless smartphone integration. But none of those things are strictly necessary in a cheap-to-run supermini that's supposed to offer you the best value for your money.

VERDICT ★★★★★

WHILE this version of the Yaris is a good car in isolation, the extra cost over Design trim means it's not the one we'd recommend. It also costs far more than our favourite small car, the Renault Clio, which offers not only a hybrid system with similar performance and economy to the Yaris, but also a more refined driving experience and greater practicality.



Phil McNamara

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THE Halewood factory has churned out nine million cars: some fabulous (the Mk1 Ford Escort), some derided (the Jaguar X-Type), some both (the Ford Capri). But none of them powered solely by electricity.

All that will change in 2026, when an all-new mid-size Range Rover starts rolling out of a brand-new body facility. Jaguar Land Rover (JLR) is overhauling its Liverpool production hub with a £500million staggered investment, and Auto Express has ventured inside for a sneak preview.

Planning to introduce a new Electric Modular Architecture (EMA) began four years ago, triggering Halewood's transformation into a hi-tech digital factory building a unique electric Range Rover. The new 4x4 will be similar in size to the existing Velar, but stands apart due to its long wheelbase, low roof and zero-emissions running.

Assembling today's petrol/hybrid Velar will continue at the Solihull plant, embodying JLR's "parallel production" philosophy as it overhauls its vast industrial footprint. So the EMA's e-motors will be made alongside Ingenium petrol engines in Wolverhampton, and Solihull will also make flagship Range Rover EVs and hybrids, while Halewood merges its smaller EV with venerable 4x4s.

Daniel Ford, director of global manufacturing engineering, is at the heart of Halewood's rebirth. His team is spending 30,000 hours a week on the project, with the paint shop already refitted, robots and heavy plant shipped up from the former Jaguar factory in Castle Bromwich for reuse, and a new 32,000m² body-assembly building finished.

Factory shorthand to give a sense of scale is to say how many football pitches fit inside (4.48

should you ask), but JLR went one better: it put a pop-up pitch inside the empty hall, inviting Premier League club Everton to host some training. It's outreach from a plant that's the beating heart of the community, with half of the workers coming from the deprived Knowsley neighbourhood.

The body-assembly extension towers over two storeys, requiring double-sized, 20-metre foundations to be sunk into ground softened by the River Mersey. Why? "It's like building a bungalow in Manhattan: an expensive way to use your space. So go up," says Ford.

And up we go, climbing a steep staircase to survey the upper assembly hall where engineers are installing an army of robots, many lined up like the hangar scene in the movie *iRobot*. Ultimately there will be 250 in the hall, overseen by 30 people.

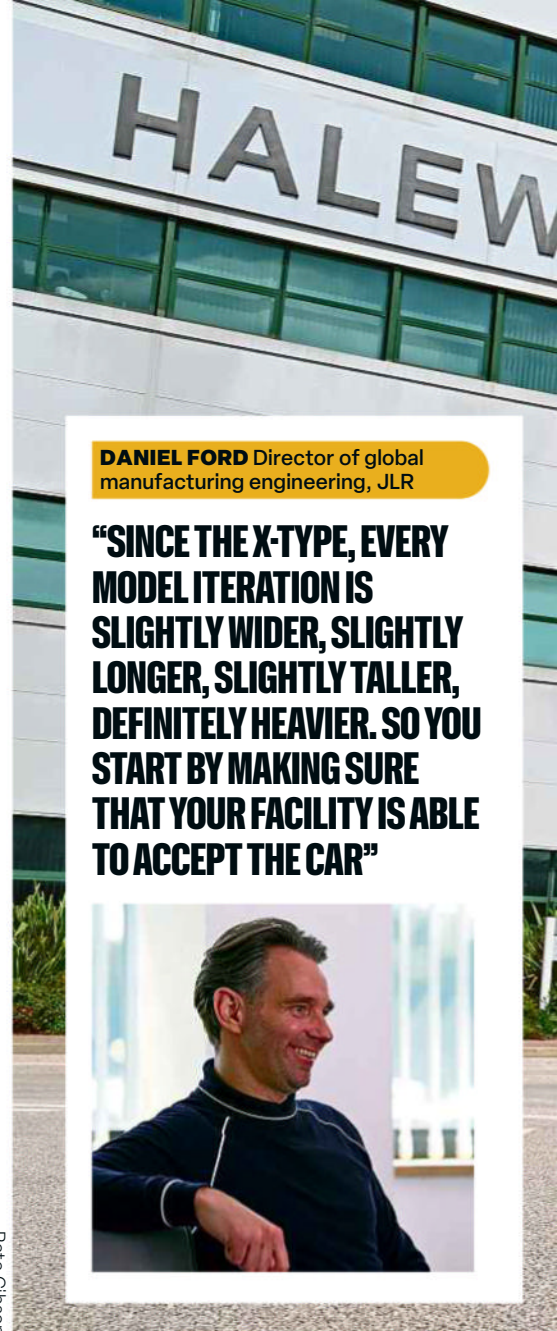
Welding cells unfurl before us, robot arms frozen in suspended animation, awaiting the call to start turning metal into vehicle engine bays, main floors and rear floors, plus sub-assemblies that will be 'framed' into a whole body-in-white downstairs. These parts are made in a separate area because the EMA architecture – with its battery housing – is distinct from the Premium Transverse Architecture that underpins Land Rover's Discovery Sport and Range Rover Evoque.

Boosting automation should help JLR unlock better quality. Measuring devices will scrutinise each frame to ensure a precise aperture into which robots will mount and bolt the doors, for example. "The automatic door-to-body system will require less finessing than a manual process," explains Ford.

Lots of car companies talk nebulously about digital factories of the future, but our Halewood trip really brings the benefits to life. Early on, architectural consultants scanned every metre of the physical factory, even down to the pipework and wiring, to create its 3D digital twin. The intricate puzzle of deciding where equipment goes becomes so much easier when you can make any planning mistakes on a virtual assembly line. And the installation teams can check their work against the 3D visualisation.

The machines will be connected, with tooling programmed to tighten bolts to precise torque settings, and the shop floor linked to the logistics hub to ensure there are no costly interruptions to parts supply. Machinery will even be able to sign itself off sick. "We can see facility health so much better," Ford tells us, "so we may not need to [service equipment] as many times as before and we can put our maintenance resource elsewhere".

We also visit the new £3million training centre, where 1,900 of Halewood's 3000 direct employees have already been reskilled for the battery-electric future. Training guru Andy Coleman watches as I complete a warm-up dexterity test and practise tightening up bolts with a torque wrench. It's even more fun to use an Evoque body-in-white as a climbing frame, ▶



DANIEL FORD Director of global manufacturing engineering, JLR

"SINCE THE X-TYPE, EVERY MODEL ITERATION IS SLIGHTLY WIDER, SLIGHTLY LONGER, SLIGHTLY TALLER, DEFINITELY HEAVIER. SO YOU START BY MAKING SURE THAT YOUR FACILITY IS ABLE TO ACCEPT THE CAR"



Pete Gibson



"FACTORY SHORTHAND TO GIVE A SENSE OF SCALE IS TO SAY HOW MANY FOOTBALL PITCHES FIT INSIDE (4.48 SHOULD YOU ASK)"



NEW BEGINNING

Daniel Ford (right) is masterminding Halewood's transition from this Evoque to a new EV

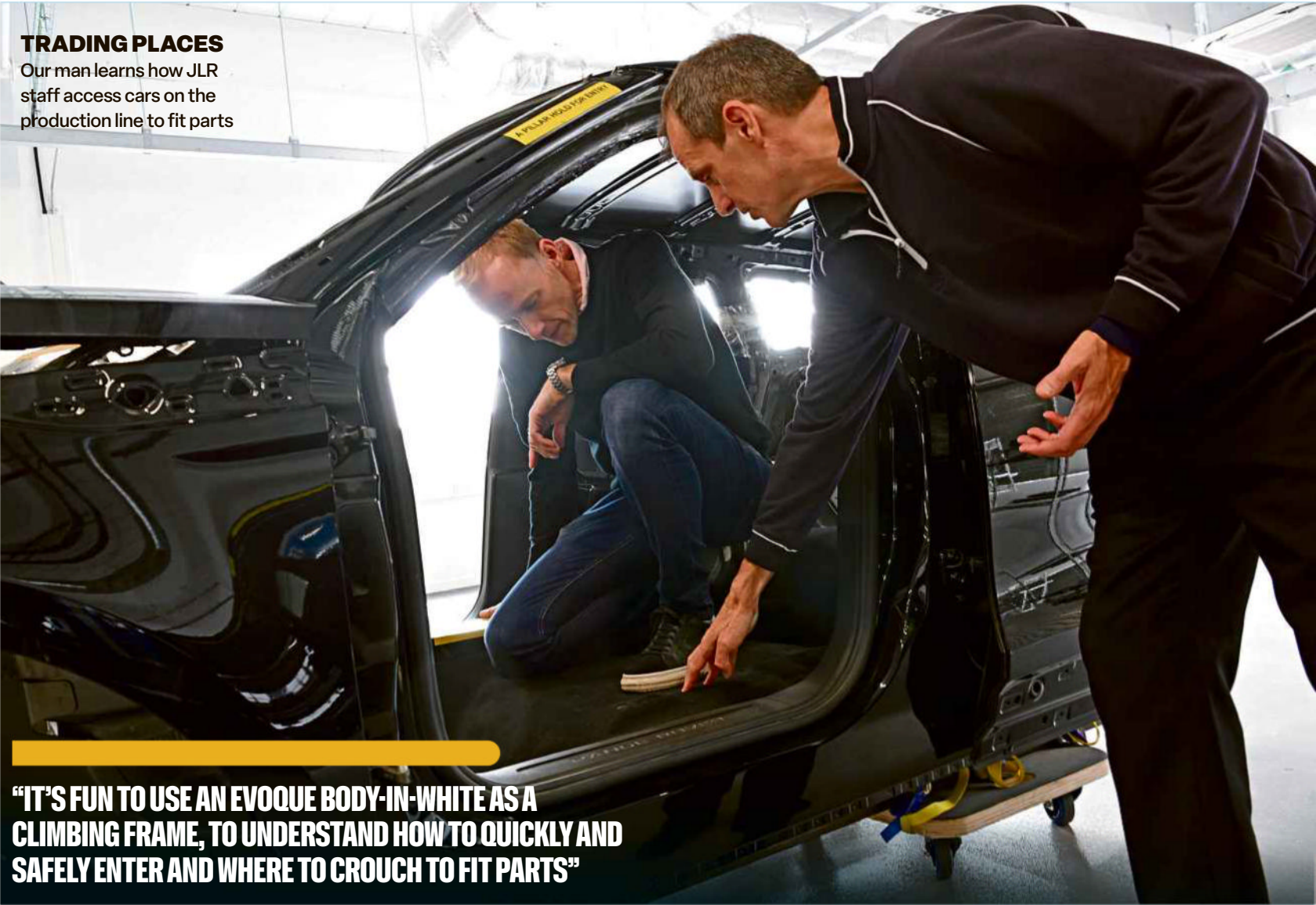


TOUR DE FORCE

WE REVEAL PRODUCTION SECRETS OF THE ALL-NEW ELECTRIC RANGE ROVER FACTORY AT HALEWOOD

TEAMWORK Robots (left) and people (right) combine to produce JLR vehicles at the company's historic Halewood factory on Merseyside





TRADING PLACES
Our man learns how JLR staff access cars on the production line to fit parts

“IT’S FUN TO USE AN EVOQUE BODY-IN-WHITE AS A CLIMBING FRAME, TO UNDERSTAND HOW TO QUICKLY AND SAFELY ENTER AND WHERE TO CROUCH TO FIT PARTS”



SCRUTINY Our man ticks items off as a member of the JLR team gives a completed Range Rover Evoque a thorough check at the end of the line



POWER UP
Autonomous movers will bring batteries to marriage station, to be bolted into the new EV



BRIAN STONE Halewood operations director

“REIMAGINE IS ABOUT EVERY NAMEPLATE HAVING AN ELECTRIC OFFERING BY 2030, LINKED TO [JLR’S TARGET] OF CARBON NEUTRALITY IN 2039”

to understand how to safely enter and where to crouch to fit parts. JLR will layer digital training on top, too, with associates wearing virtual-reality goggles to create training videos on how to trim a new Range Rover that isn’t physically there.

It’s a step on from paper-based training manuals. Nonetheless the printed ‘shipper’ – the customer’s build spec taped to the car – still soldiers on. “On a screen it can be out of eyeline,” explains manufacturing engineer Ford.

JLR upgraded the first-floor paint shop in 2023, to boost capacity for the two-tone finishes popular among Range Rover buyers. The quality inspection centre, with an enlarged but more water-efficient monsoon testing facility, is gearing up to scrutinise EVs.

And now Ford’s team is focused on the biggest overhaul of the trim shop since the Jaguar X400 – the X-Type – was introduced around the millennium. Everything starts with the ‘cube’: essentially the cubic volume of the new models that must be carried into paint, then

despatch area. “We need it connected to the broader factory landscape and made more efficient. What worked in 1995 doesn’t work in 2025,” says Ford, who previously spent nine years bedding Jaguars into Castle Bromwich.

Bodies are dropped onto a conveyor where a protective ‘puck’ is fitted, preventing any damage to hybrid batteries when a car is being jacked-up. The EMA pack – not expected to be a load-bearing part of the car, unlike in BYDs – will need similar safeguarding.

Batteries will arrive fully dressed from Tata’s plant in Bridgwater, Somerset. After quality checks they’ll be loaded onto Autonomous Mobile Robots, which will glide onto the line to be united with an EMA chassis at the battery-marriage station.

“EV batteries are so big, some in the industry need 22 fixings. And they’re so heavy that adding their weight can change the [alignment] of the body, so there’ll be a huge focus to get [slim] panel gaps,” says Ford.

This feels like the pinnacle of Halewood’s parallel production: combustion engines, hybrid drivetrains and EV batteries – for two different vehicle architectures – wending their way along the same trim line. That epitomises JLR’s Reimagine strategy, the company’s strategic overhaul of its cars, technologies and factories, says Halewood’s operations director Brian Stone.

“Reimagine is about every nameplate having an electric offering by 2030, linked to [JLR’s target] of carbon neutrality in 2039. We’re taking a traditional OEM and completely pivoting into the electrified world,” Stone says.

But Halewood’s boss – who started at the factory as a 16-year-old apprentice and racked up 27 years on site before stints at Solihull and running JLR’s Chinese manufacturing joint venture – thinks parallel production is the perfect hedge for an uncertain car market.

“We’re a global manufacturer servicing more than 140 countries around the world. If you look at the different rates that markets are transitioning to full BEV, this is where parallel production is so important. We want to process common things together, only separating out what is truly unique.”

Stone talks of his pride at getting the first electric-only Range Rover in his hometown plant. The initial £250million upgrades the facility for EMA, then a similar amount will convert it to EV-only when the time is right.

Halewood is on a single shift producing an SUV every 90 seconds, and currently makes around 60,000 vehicles a year. The new electric Range Rover should put it back on an upward trajectory, aspiring to its 185,000 peak when the Evoque was running red hot.

It’ll be 2026 before car buyers get to decide if this new electric Range Rover is, like its Halewood forebears, fabled, derided or something in between. Regardless, Brian Stone will be focused on keeping the factory rolling, supporting 18,000 jobs and adding £1billion to the UK economy.

HANDS-ON Workers learn new skills in the training centre, while Phil inspects the monsoon test chamber to flood EVs (above middle)

body storage before finally going down the trim line. “Since the X-Type, every model iteration is slightly wider, slightly longer, slightly taller, definitely heavier. So you start by making sure that your facility is able to accept the car,” explains Ford. Today Halewood’s biggest car is the 4.6m-long Discovery Sport: the EV will likely be a couple of hundred millimetres longer.

And that means new vehicle carriers. Laid out like a mortuary for yellow JCB parts are shrink-wrapped extension kits, to be bolted to the carriers to transport the bulkier EMA cars. Some 60 of 303 have been upgraded so far.

Our minders unlock a gate leading behind a mesh fence, and gaze into the painted bodies’ storage tower. Constructed at weekends, the new 12-storey hub replaced one built 30 years ago, which was too small for the cube and increasingly hard to service.

It can hold 600 bodies, which is the sweet spot between body assembly output and the trim line’s supply chain. Within 80 seconds, a shell can be picked up and gracefully lowered into the trim hall



Hybrid SUVs are today's must-have family cars. We put the revised Vauxhall Mokka and Hyundai Kona to the test

WHAT'S IN THE MOKKA'S LOCK



ESSENTIALS

Vauxhall Mokka 1.2 Hybrid Ultimate

Price: £31,855

Powertrain: 1.2-litre 3cyl hybrid, 143bhp

0-62mph: 8.2 seconds

WLTP efficiency: 58.9mpg

CO₂: 109g/km

Annual VED: £195

Hyundai Kona 1.6 Hybrid N Line

Price: £32,390

Powertrain: 1.6-litre 4cyl hybrid, 127bhp

0-62mph: 12.0 seconds

WLTP efficiency: 60.1mpg

CO₂: 108g/km

Annual VED: £195

Pete Gibson

KER?



VAUXHALL MOKKA v

Hybrid newcomers slug it out for family buyers' hearts and minds

REX THE concept of the 'average' family car has evolved over the years. There was a time when it was a three-box saloon with a petrol engine, only for hatchbacks to take over in the eighties and nineties, while diesel power joined the mix at the turn of the century.

Today, the popularity of compact SUVs makes them the family car of choice. But while electrification is the end goal for brands and legislators, hybrid drive is growing in stature.

One family-focused machine that has made regular appearances in the new-car top 10 is

the Vauxhall Mokka. While it was originally offered with petrol, electric and diesel options, a recent update has seen the latter succeeded by a new hybrid model that should deliver low emissions and decent efficiency.

Another model that offers a choice of petrol, electric or hybrid power, but has done so since its launch, is the Hyundai Kona. A previous Auto Express Car of the Year, the Korean SUV has also been revised with a new electrified powertrain that's designed to deliver a better balance of performance and efficiency.

So which model makes the most sense as family transport? And does hybrid drive reap the benefits when it comes to running costs?

CONTENDERS

Vauxhall Mokka Hybrid

THE Mokka's hybrid powertrain is new, but it's actually based on the Stellantis Group's ubiquitous 1.2-litre turbocharged PureTech three-cylinder petrol engine that has been part of the line-up since launch. A 48-volt motor and a modest battery have been added, while the only gearbox offered is a six-speed twin-clutch automatic. This is the only petrol auto model now available in the Mokka line-up, but it's offered in all four trims (Griffin, Design, GS and Ultimate), with prices starting from £28,335.

HEAD TO HEAD

ON THE ROAD

THE Mokka is pretty smooth, because the electrics fill in gaps in the power band as the engine and gearbox sort themselves out. But the Kona feels better integrated.

At lower speeds the Vauxhall is fine, but it's more unsettled at motorway pace, while the Kona delivers a fidgety ride in N Line guise; the Advance's smaller 18-inch wheels should help with this. Neither car is quick, but the Mokka feels more responsive.



TECH HIGHLIGHTS

NEITHER car demands any compromises to make the most of its hybrid powertrain; simply drive them as you would any conventional auto and let the electronics do the work.

Both rivals feature a twin-screen dashboard set-up, but the Kona has the larger layout, with two 12.3-inch displays positioned side-by-side. The Kona has plenty of buttons, too, while the Mokka benefits from separate climate controls.



PRICE AND RUNNING

WHILE the Mokka is cheaper to buy, the Kona will likely cost less to run. Its hybrid powertrain was more efficient in our hands to the tune of around 5mpg, but it has a smaller fuel tank, so both cars offer a similar range.

Emissions are closely matched as well, so the Vauxhall's lower list price benefits business users, although poorer residual values mean the Hyundai is the better option for private buyers.



S HYUNDAI KONA

Hyundai Kona Hybrid

RECENT revisions to the Kona Hybrid see the existing direct-injection 1.6-litre turbocharged four-cylinder unit lose some power, down from 139bhp to 127bhp, yet this doesn't come with the benefit of added fuel efficiency, because those figures remain unchanged. They are still better than the claims made by the Vauxhall, but there's a higher price to pay to get behind the wheel. The Kona Hybrid line-up starts from £30,890, and runs through Advance, N Line, N Line S and Ultimate trims.



FAMILY FAVOURITES

Both the Mokka and the Kona are popular models, but which makes the best hybrid choice for buyers?

PRACTICALITY

SMALLER overall dimensions mean that the Mokka is at a disadvantage when it comes to carrying passengers and stuff, with a narrower rear seat and a smaller boot (350 litres to the Kona's 466 litres).

If you often only travel two-up, this shouldn't be an issue, while the Vauxhall's compact size boosts its manoeuvrability around town. Both hybrids have the same boot capacity as their petrol counterparts.



SAFETY

BOTH cars earned a four-star Euro NCAP rating, with the Vauxhall tested in 2021 and the Hyundai in 2023. The Mokka has been updated with additional kit since the test, and we'd hardly call either car unsafe.

Vauxhall provides a shortcut button to access the screen where the safety systems are set up, while the Kona's distracted-driving sensor is a bit too keen to beep if you take your eyes off the road.



OWNERSHIP

VAUXHALL leapt from 26th place to fourth in the 2025 Driver Power brands survey, while Hyundai dropped from 17th in 2024 to 20th out of 31 manufacturers in this year's poll.

The Kona hasn't garnered enough feedback to appear in our model poll, yet the Mokka finished 18th this year, with owners liking its looks, low running costs, performance and infotainment, but not the car's cramped rear space and small boot.



REX THE small SUV class is a busy one, but the Vauxhall Mokka has sharp looks that help it stand out from the crowd. Its kerbside appeal is maintained inside, where you'll find twin digital displays and on-board tech that's easy enough to get along with.

Revisions were made for 2025, but while no individual update was of particular note, the combined changes have helped to make the Mokka even easier to live with. The latest mild-hybrid powertrain offers a good mix of ease of use and performance, and is of particular note.

ENGINES & PERFORMANCE 3.5/5★

VAUXHALL'S 2025 update introduced a new 143bhp hybrid powertrain to the line-up as a replacement for the Mokka diesel, which is no longer offered. This sits as a bridge between the standard petrol and the fully electric model, and is based on the same 1.2-litre PureTech turbocharged three-cylinder unit as the standard combustion-engined model, but adds 48-volt tech to the mix.

The hybrid comes with a six-speed twin-clutch automatic gearbox, while the Mokka uses the Stellantis CMP platform that was originally developed by PSA Peugeot Citroen. All editions send power to the front wheels.

Hybrid versions of the Mokka cover the 0-62mph benchmark sprint in 8.2 seconds and have a top speed of 129mph, which is the same as the standard 1.2-litre petrol manual.

DRIVING 3.5/5★

THE Mokka doesn't really stand out in any key area, but it's a competent performer on the whole and delivers a solid driving experience.

AROUND TOWN There's a decent range of ability in urban driving, although engine choice does have an impact on how well the Mokka drives. The basic petrol unit has reasonable performance, but is let down by a gearshift that doesn't feel positive enough for drivers to feel connected to the car.

The Mokka Hybrid is far better, because the 48-volt system gives an instant kick of energy that fills the power band before the petrol engine gets up to speed. This helps to smooth the driving experience, and means faster responses when they're needed. It also has a slicker gearbox than the petrol auto, with the six-speed twin-clutch unit offering seamless shifts throughout the range.

Compact dimensions mean the Mokka is easy to manoeuvre, but only the top-spec Ultimate trim has front and rear parking sensors and a reversing camera – the rest of the range makes do with rear sensors only.

A & B-ROADS Pick up the pace, and the Mokka delivers a driving experience that's

competent, but doesn't really urge you to press on. There's enough grip generated by the chassis, and the ride is largely comfortable, but there's plenty of lean in corners, and while the steering is well weighted, it doesn't offer much feedback.

MOTORWAY At the national limit, the Mokka struggles a bit to keep things calm, thanks to suspension that reacts quite sharply to bumps in the road. Hit an rut and the car will bounce on its springs and dampers as they struggle to absorb the impact. Find a smooth piece of tarmac and the Mokka is fine, though, with minimal road or wind noise, while the petrol engines are fairly hushed, too.

MPC & RUNNING COSTS 4.2/5★

WHILE the petrol Mokka offers a low entry price and decent claimed fuel economy, there are benefits to be had by paying extra to upgrade to the Hybrid version. In the petrol manual, we found that the stop-start system was very reluctant to activate, and changing settings – such as switching off the air-conditioning – didn't seem to alter this. With the Hybrid, the 48-volt system proactively engaged when we came to a stop, boosting efficiency in the process.

We saw economy of around 44mpg in the manual model, but the Hybrid improved on this with a return of 47.2mpg. However, it's worth noting that the Hybrid model has a smaller 42-litre fuel tank, compared with a 44-litre reservoir for the petrol. Based on our numbers, that means the Hybrid only has an extra 10 miles of range over the petrol variant.

TAX No version of the Mokka breaches the £40,000 list-price mark, so road tax is the same, at £195, for every powertrain option now that EVs pay VED at the same rate as combustion-engined models.

The petrol versions will be the priciest option for business users, even though they have the lowest list prices. The Hybrid offers meagre savings of around £100 a year for 20 per cent tax payers, so it's the all-electric Mokka that makes the most sense, with Benefit-in-Kind costs in the £200-£230 range, compared with £1,500-£1,800 for the Hybrid.

INSURANCE Group ratings range from 21 to 24 for the Mokka, but the cheapest models aren't in the lowest groupings, because they don't come with an alarm as standard. Central locking is included on all models, while you have to upgrade to the Ultimate model for the full suite of safety and security technology.

DEPRECIATION With large sales volumes counting against it, the Mokka's residual



ON THE ROAD

Vauxhall's Mokka is a competent performer that doesn't stand out in any particular area

VAUXHALL

Big-selling Vauxhall gets hybrid p



MODEL TESTED:

Vauxhall Mokka Hybrid

PROS

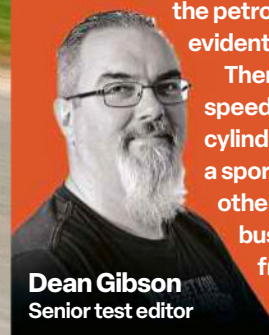
Choice of powertrains
Cabin layout is easy to live with
Sharp looks for a small SUV

CONS

Not very spacious in the rear seats
Not particularly interesting to drive
Ride turns bouncy at higher speeds

TESTER'S NOTES

THE Mokka Hybrid is a great stop-gap between the pure petrol and fully electric versions of the car for buyers who are yet to be convinced that electrification can work for them. It delivers smooth responses in the style of the electric model and eliminates the patchy power delivery of the petrol – which is especially evident in the auto model.

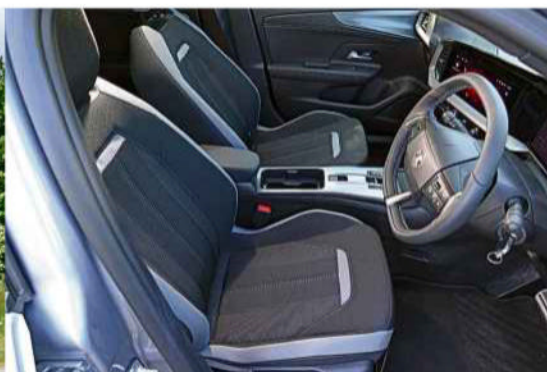


Dean Gibson
Senior test editor

There's a decent turn of speed, too, while the three-cylinder engine note adds a sporty edge to a car that otherwise goes about its business in a fuss-free manner.

ALL MOKKA

power as SUV ditches diesel option with its 2025 refresh



"FIND A SMOOTH PIECE OF TARMAC AND THE VAUXHALL MOKKA IS FINE, WITH MINIMAL ROAD OR WIND NOISE



values aren't the greatest on the market. The standard petrol ranges between 44-46 per cent, while the Hybrid is concentrated in the 44 per cent bracket. These two perform better than the electric version, though, which has poor residuals in the 33-34 per cent range.

INTERIOR & TECHNOLOGY 4.5/5★

VAUXHALL'S Vizor grille design was a breath of fresh air when it was introduced with the Mokka in 2021. For this year's update, the manufacturer largely left the front end alone, aside from the addition of a revised bumper design, while at the rear the slender tail-lights have a refreshed signature.

DESIGN The Mokka Mk2 introduced a simplified layout when compared with the previous generation. The 2025 update saw all models come with a pair of 10-inch screens, while the gloss-black trim of the pre-facelift model has been replaced by more scratch-resistant brushed silver-effect trim.

One positive is that the Mokka features separate climate controls in a panel below the central air vents, so you don't have to dive into the touchscreen to adjust settings. However, one slight quirk is that both outside rotary knobs can adjust the temperature (there's no dual-zone option anywhere in the range), while the cabin temperature is only shown in the top left of the main touchscreen.

QUALITY Replacing the gloss-black trim on the centre console around the drive selector with a brushed-silver finish will help with the durability of the Mokka's interior, which should keep it looking its best for longer. Elsewhere in the cabin there are plenty of hard plastics, but there are different materials used that help to break up the generally grey look to the interior.

TECH AND INFOTAINMENT All versions of the Mokka come with a 10-inch touchscreen and 10-inch digital driver's display as part of the firm's Pure Panel layout. This is designed so that the two displays line up side by side to look like one large screen that stretches across the width of the dashboard.

The screens are sharp and easy to read, while the driver's display has different configurations via a press of a button. One thing we'd like to see is the trip information on permanent display on the screen, rather than have it disappear after a few seconds.

PRACTICALITY 4.1/5★

COMPACT dimensions benefit the Mokka's manoeuvrability, especially in town. But the downside is a relative lack of space when compared with some small SUV rivals.

FRONT SPACE One area where the Mokka doesn't suffer any compromise is with the space for occupants up front. There's plenty of elbow room and a wide range of seat and steering-wheel adjustment available to get a decent driving position, while the seats themselves are comfortable.

Storage is compromised a little by the Mokka's relative width. The door bins are narrow, but with enough space at the front of the pockets for a drinks bottle to fit, while the bin under the sliding armrest is on the small side. There are twin cup-holders ahead of this, while the stubby drive selector used by automatic models helps to declutter the dashboard. There's a decent shelf beneath the climate controls, which is where you'll find Vauxhall's trademark 'shark' design motif.

REAR SPACE It's in the back where the Mokka feels the most compromised. The rear seat isn't very wide – there are three seatbelts, but shoulder room will be tight, and the central seatback isn't broad enough to contain a fold-down armrest within. The front seat backs are soft and feature deep cutouts for your knees, and while headroom is fine, the thick C-pillars and small windows make it feel hemmed in.

Storage space is also tight, with half-sized door bins, but there are map pockets on the backs of the front seats and a pair of USB sockets at the base of the central armrest.

BOOT SPACE For the unfamiliar, the first challenge is to open the Mokka's tailgate. The button release is in the middle of the number plate recess lower down in the bumper, so you have to pop that before moving to the tailgate handle to lift it open. It's a bit fiddly when most rivals have an all-in-one solution.

The 350-litre boot is big enough for the weekly shop, and offers more space than a Corsa supermini (305 litres). The Mokka's boot is identical for both the petrol and Hybrid models, but the electric version is compromised by its drive battery, so only has 310 litres of space. The load lip is a little high, although the deep floor means there's no risk of items falling out when the boot is opened.

RELIABILITY & SAFETY 4.0/5★

THE Vauxhall Mokka placed 18th out of 50 cars in the 2025 Driver Power survey, with owners praising its low running costs, exterior design and the performance of its powertrains. As for downsides, owners criticised the car's practicality, while the safety systems only earned an average score.

Standard safety kit includes LED headlights, rear parking sensors, lane-departure warning and speed-limit assist, while autonomous emergency braking and driver-tiredness alert



CABIN

Front-seat space is decent, while the brushed-silver trim should be less prone to scratches than the previous gloss-black plastic





REAR SEATS

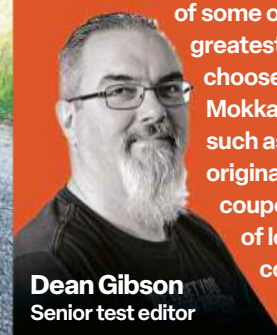
Space in the back is the Mokka's Achilles' heel due to the rear seat not being that wide. Headroom is fine, however



TESTER'S NOTES

AS with most new cars, you can set up a driver profile in the Mokka that can load your favourite settings every time you get behind the wheel. One highlight is the range of avatars that are available to choose from to personalise your experience.

The pop art-style images are a snapshot of some of Vauxhall and Opel's greatest hits, so you can either choose a picture of the Mokka, or pick from icons such as the classic Nova or original Opel GT and Manta coupés, plus a selection of long-forgotten concept cars.



Dean Gibson
Senior test editor



FEATURES

A 10-inch infotainment screen sits next to a digital instrument cluster of the same size; the Hybrid's 350-litre boot is the same capacity as the petrol Mokka's, with both offering 40 litres of extra volume over the electric model

"THE VIZOR GRILLE WAS A BREATH OF FRESH AIR WHEN IT WAS INTRODUCED WITH THE MOKKA IN 2021



are also included. Vauxhall includes a handy shortcut button on the dashboard that provides instant access to the driver-assistance tech, although some settings, such as the speed-limit warning, will have to be updated every time you drive.

WARRANTY 3.0/5★

THE Mokka features Vauxhall's standard three-year/60,000-mile warranty, while extended cover is available at extra cost.

SERVICING 3.0/5★

VAUXHALL offers fixed-price service plans under its Flexcare banner. These start from around £13 a month for electric models, while petrol and hybrid cars start from around £20 per month. Both can be combined with any finance package that you might take out.



THE second-generation Hyundai Kona met the criticisms of the first model head on by offering more space than its predecessor. It's competitive for the small SUV class, too, while the Hybrid version delivers efficiency that looks strong on paper. Prices start from just under £31,000 for the Hybrid, while the sportier N Line model, as tested here, plus N Line S and Ultimate variants, complete the line-up.

ENGINES & PERFORMANCE 4.1/5★

UNDER the skin, the Kona's platform is shared with the Kia Niro, and it's the same chassis whether you pick the pure-petrol, hybrid or electric powertrain. That means front-wheel drive is the only option available, with no four-wheel-drive configurations offered.

Power for the Kona Hybrid comes from a 1.6-litre turbocharged four-cylinder petrol engine connected to a six-speed automatic gearbox. It runs on the Atkinson cycle, so it favours efficiency over performance, plus it's backed up by an electric motor and 1.32kWh battery. The transmission manages energy flow between the front wheels and the different sources, although steering wheel-mounted paddles let you adjust the strength of the energy recovery when coasting.

A maximum power output of 127bhp is relatively modest, meaning the Hybrid has a 0-62mph time of 12 seconds, which is pretty slow for the class. Acceleration is quick off the line, but once the electric motor gives way to the engine, the car's performance tails off. Sport mode sharpens the throttle a bit, but the overall powertrain character is unchanged.

DRIVING 4.1/5★

WHILE N Line models look a bit sportier than other variants in the line-up, there are no performance gains to be had, and the Kona is best suited to comfortable cruising.

AROUND TOWN A tight 10.6-metre turning circle helps the Hyundai to deliver decent manoeuvrability around town, while all editions come with front and rear parking sensors plus a reversing camera as standard.

Overall, the Kona is comfortable, with a slightly firm edge to the ride, but nothing that will upset occupants too severely, and bumps are soaked up easily by the suspension.

The relative lack of power for the hybrid system isn't much of an issue around town, either, with the electric motor delivering decent punch off the line.

A & B-ROADS Push a little harder, and the petrol engine takes over, although hard acceleration sees the engine rev noisily. But it doesn't seem to build momentum

at a similar rate; it's a bit like a CVT gearbox in that character, while the relatively sluggish performance is disappointing.

The chassis offers solid performance, but isn't particularly thrilling, while the steering remains light and devoid of feedback. The sportier N Line model doesn't receive any stiffer suspension settings, which is probably a good thing because the standard set-up delivers a decent balance between sporty handling and a comfortable ride.

MOTORWAY At higher speeds, the petrol engine does a lot more work than the electric motor, which is likely to have an impact on fuel efficiency, while wind noise when cruising at the national limit harms refinement a little. The ride becomes more unsettled at speed, too, although some rivals, such as the Vauxhall Mokka, are even more unruly.

MPC & RUNNING COSTS 4.5/5★

THE Kona Hybrid has a 1.32kWh drive battery, which is about the same size as the one found in the Toyota C-HR. It helps the Hyundai's petrol-electric powertrain to deliver decent real-world fuel efficiency, so much so that it's highly likely that the official figures could be matched in the right conditions.

During our time with the Hybrid, we saw a return of 53.7mpg while driving on a mix of roads. This included a number of motorway miles, where the petrol engine does more work than the electric part of the drivetrain – if you're able to avoid high-speed runs, we see no reason why the Kona's claimed fuel economy of 60.1mpg couldn't be within reach.

One minor gripe we have is the Kona Hybrid's comparatively small fuel tank. At 38 litres, it's smaller than the 47-litre tank in the petrol Kona, and is even beaten by the more compact Vauxhall Mokka, which has a 42-litre tank. However, the theory goes that electric running will compensate for the capacity drop, so you shouldn't have to stop any more frequently in the Hybrid than in its rivals.

TAX There's a 27 per cent Benefit-in-Kind rate for the Kona Hybrid, so while it offers savings over petrol models, it's the super-low rates of the all-electric version that are going to be more attractive to business users.

Road tax is competitive across the Kona line-up, although the highest-spec N Line S and Ultimate versions of the Kona electric only just come in below the £40,000 luxury car threshold, so even adding metallic paint will see these break that barrier and face a far bigger road-tax bill for years two to six.

INSURANCE Your powertrain choice has the biggest impact on the car's group rating, with



HYUNDAI

Korean SUV offers a good deal for



MODEL TESTED:

Hyundai Kona Hybrid N Line

PROS

Comfortable and refined to drive

Petrol, hybrid and electric options

Interior space is generous

CONS

Not very interesting in corners

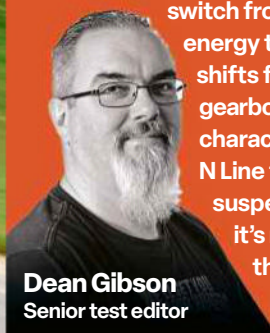
Hybrid model isn't a sprightly performer

Looks a bit radical for some buyers

TESTER'S NOTES

DIFFERENT drive modes are designed to boost performance or efficiency, but most of the time the standard setting is perfectly acceptable. Eco mode makes the Kona feel sluggish, and you tend to overcompensate for the delayed throttle response.

In Sport mode the steering wheel paddles switch from adjusting braking energy to offering sequential shifts for the six-speed gearbox. But the Kona's overall character isn't that sporty – N Line trim doesn't bring any suspension upgrades, so it's more about looks than anything else.



Dean Gibson
Senior test editor

AI KONA

or families on paper. Does it deliver, though?

FEATURES

Driver selector is on the steering column; N Line models get 18-inch alloys; sporty front seats offer plenty of adjustment



"N LINE CARS LOOK A BIT SPORTIER THAN OTHER VARIANTS IN THE LINE-UP, BUT THERE ARE NO PERFORMANCE GAINS"



the least powerful petrol models falling into group 14, the Hybrids in group 20, the more powerful petrols in group 21 and the all-electric variants as high as group 31.

DEPRECIATION Electric models tend to take a hit when it comes to used values, and that's evident in the Kona's residuals. According to figures sourced from CDL Vehicle Information Services, the standard petrol models hold onto around 52-54 per cent of their value after three years and 36,000 miles of use, but the all-electric versions are in the 45-46 per cent bracket. That's better than many rival small electric SUVs, while the Kona Hybrid has residuals that are a match for the straight petrol versions.

INTERIOR & TECHNOLOGY 4.5/5★

ITS space-age exterior design owes a lot to Hyundai's futuristic Ioniq EVs, although the Kona still manages to have a look all of its own. It combines this with plenty of practical touches and logically laid-out tech.

DESIGN While the Kona's exterior features plenty of flamboyant touches, the cabin is a more straightforward affair. The colours and materials vary according to trim level, with the sportier N Line versions featuring a darker overall theme with suede-effect upholstery and plenty of red detailing throughout.

The Kona's twin-screen layout features a pair of 12.3-inch displays set side-by-side, but the rest of the buttons are a little spread out around the cabin – there are buttons immediately below the main screen, but then there are more further back surrounding the infrequently used drive-mode selector, which seems like it's been added as an afterthought.

QUALITY The feel of the materials inside is good, although the plastic trim used for the button panels on the centre console is a little on the hard side. The controls themselves work without an issue, though, with a positive action for the buttons and rotary controls, while the overall fit and finish is good. It's not quite as plush as a premium model, but occupants shouldn't have any complaints.

TECH AND INFOTAINMENT Those twin displays look smart and have clear graphics, while the bank of controls beneath the main display is useful for shortcuts.

One Kona feature that's common across all Hyundai models is the blind-spot camera system that activates when you use the indicators. This provides a feed from a wing mirror-mounted camera that shows the side of the car towards the rear. It's a clever idea, but in practice the images are sent to the

driver's display where they're rather out of sight if you're looking at your surroundings.

PRACTICALITY 4.3/5★

LARGER exterior dimensions than its predecessor mean that the second-generation Kona has more usable space than before, making it a viable option for families.

FRONT SPACE There's plenty of room in the front of the Kona, while the steering wheel and seat have a wide range of adjustment for most body types to get comfortable.

Storage is generous, with the wide centre console being a particular highlight. The cup-holders feature spring-loaded sides that can be moved out of the way to make space for larger items, and there are trays ahead of and behind this section, too. One gripe we have is that there isn't a hidden storage compartment under the central armrest, but otherwise there's plenty of space for odds and ends.

REAR SPACE Leg and headroom in the back of the Kona is much improved over the previous generation, so much so that it's one of the best small SUVs around – it offers nearly as much space as the larger Tucson. It's not quite as wide, though, so shoulder space is tighter, but still good for the class.

There's a centre armrest (a feature not offered in smaller rivals such as the Vauxhall Mokka), while rear passengers also benefit from seatback nets, twin air vents and a pair of USB-C sockets to match the two up front. One minus point is the door bins, which are only big enough for a drinks bottle.

BOOT SPACE Choose a Kona in N Line spec or above, and it will have a height-adjustable powered tailgate. This opens to reveal a low loading lip and a generous 466 litres of space, which is among the best in its class.

There aren't many novel features offered in the Kona Hybrid, such as under-floor storage or a sliding rear bench like you get in a Renault Captur, but the back bench folds in a 40:20:40 split and offers up to 1,300 litres of space with all of the rear seats folded.

RELIABILITY & SAFETY 4.5/5★

A FOUR-star Euro NCAP safety rating isn't a stellar result for the Kona, but it's not the only car in the class to achieve this score – the Vauxhall Mokka and Honda HR-V have the same star rating, and you couldn't call any of these models unsafe.

Indeed, the Kona features the usual raft of safety features, including speed-limit warning, lane assist and driver-inattention alert. The latter uses a sensor on top of the steering column to check the driver's gaze,



CABIN

Red highlights break up the grey and black N Line colour scheme, while the quality of the materials, plus the fit and finish, are good





BACK SEATS

With better head and legroom than the old Kona, this model is among the best in class for rear-seat space. The air vents and USB ports are handy, too



TESTER'S NOTES

THE previous Kona spawned the rapid N performance model, which shared its running gear with the i20 N hot hatch. At the moment there are no plans to build a similar version of the current car, but Hyundai vice-president and N division co-founder Joonwoo Park has hinted there could be hybrid N cars.

For now, buyers can have the sporty looks without the performance with N Line and N Line S trims. The latter doesn't look any sportier, but adds ventilated seats, full LED headlights, a Bose sound system and extra safety kit.



Dean Gibson
Senior test editor



INTERIOR

Centre console and dashboard feature plenty of physical controls to operate features; the Kona's boot offers 466 litres of luggage capacity with the 40:20:40-split rear seats in place. Fold them down and there's 1,300 litres



"EXTERIOR DESIGN OWES A LOT TO HYUNDAI'S IONIQ EVs, BUT THE KONA STILL HAS A LOOK ALL OF ITS OWN



but the system is rather too strict with its warnings, because it will beep at you even if you're looking both ways at a junction or checking over your shoulder when changing lanes on the motorway.

WARRANTY 4.7/5★

HYUNDAI'S five-year, unlimited-mileage warranty is still one of the strongest on the market. Some rivals can match it, though, while sister firm Kia still edges ahead with its seven-year/100,000-mile warranty cover.

SERVICING 4.5/5★

FLEXIBLE service plans are designed to meet individual needs. Prices are based on the model of car, expected mileage and plan length. You can pay a lump sum, or spread the cost with flexible payments.

PRICES AND SPECS

	VAUXHALL MOKKA	HYUNDAI KONA
Model tested	1.2 Hybrid Ultimate	1.6 Hybrid N Line
Price from/price as tested	£25,740/£31,855	£30,590/£32,390

POWERTRAIN AND PERFORMANCE

Engine	3cyl in-line turbo/1,199cc	4cyl in-line turbo/1,580cc
Peak power/revs	143bhp/5,500rpm	127bhp/5,700rpm
Peak torque/revs	230Nm/1,750rpm	265Nm/4,000rpm
Transmission	Six-speed auto/fwd	Six-speed auto/fwd
0-62mph/top speed	8.2 seconds/129mph	12.0 seconds/103mph
Fuel tank/battery capacity	42 litres/0.89kWh	38 litres/1.32kWh
MPG (WLTP)	58.9mpg	60.1mpg
Test MPG/range	47.2mpg/436 miles	53.7mpg/449 miles

DIMENSIONS

Length/wheelbase	4,150/2,557mm	4,385/2,660mm
Width/height	1,791/1,534mm	1,825/1,585mm
Rear knee room	525-765mm	610-875mm
Rear headroom/elbow room	930/1,395mm	940/1,460mm
Boot space (seats up/down)	350/1,105 litres	466/1,300 litres
Boot length/width	675/1,015mm	835/1,045mm
Boot lip height	755mm	615mm
Kerbweight/payload/towing weight	1,287/463/1,200kg	1,410/540/1,010kg
Turning circle	10.9 metres	10.6 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36k, via CDL)	£11,544/44.9%	£17,296/53.4%
Depreciation	£20,311	£15,094
Insurance group/AA.com quote/VED	23/£652/£195	16/£953/£195
Three-year service cost	£720	£719
Annual tax liability std/higher rate	£1,698/£3,396	£1,725/£3,450
Basic warranty (miles)/recovery	3yrs (60,000)/1yr	5yrs (unlimited)/1yr
Driver Power manufacturer position	26th	17th
NCAP Adult/child/ped./assist/stars	73/75/58/64/4 ★ [2021]	80/83/64/60/4 ★ [2023]

EQUIPMENT

Metallic paint/wheel size	£650/18 inches	£650/18 inches
Parking sensors/camera	Front & rear/rear	Front & rear/rear
Spare wheel/Isofix points	Repair kit/three	Repair kit/two
Keyless entry & go/powered tailgate	Yes/no	Yes/yes
Leather/heated seats	Part synthetic/yes	No/front & rear
Screen size/digital dashboard	10.0/10.0 inches	12.3/12.3 inches
Climate control/panoramic sunroof	Single-zone/no	Two-zone/no
Number of USBs/wireless charging	Three/yes	Four/yes
Wireless Apple CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/no	No/no
Adaptive cruise/lane-keep assist	Yes/yes	Yes/yes

WHAT WE WOULD CHOOSE

VAUXHALL Our car’s Tropical Green paint looks smart, while Carbon Black metallic is the standard shade. The 18-inch wheel design is the same on GS and Ultimate models, while the electric Mokka gets a different ‘Aero’ design.

HYUNDAI Option packs are only available on N Line S and Ultimate trims. The Lux Pack varies according to engine choice, but the £1,850 version adds a sunroof, memory driver’s seat, comfort front seats and remote parking.

INFOTAINMENT



Vauxhall Mokka Hybrid 4.2/5★

PURECONNECT | FEATURE: WIRELESS PHONE LINK

ALL versions of the Mokka now come with a 10-inch touchscreen, but only the top-spec Ultimate trim has sat-nav included – wireless Apple CarPlay and Android Auto are available on lower specifications, though. The central screen can be set to display large shortcut buttons for the various sub-menus, but the secondary displays require you to scroll through lists to find everything you need, which isn’t ideal when you’re on the move. A physical home button below the screen is useful, while the top bar brings up vehicle settings.



Hyundai Kona 4.7/5★

BLUELINK | KEY FEATURE: 12.3-INCH TOUCHSCREEN

THE Kona’s widescreen set-up has clear mapping, while the letterbox shape of the display means you can set up a picture-in-picture map layout to focus on junctions, while keeping a general view of your route at the same time. The home screen features large shortcut buttons to help navigate around the system, and these are replicated physically below. However, some settings are buried in secondary sub-menus. One handy feature is the ability to set a minimalist screen to help reduce distractions.

“ONE HANDY FEATURE ON THE KONA IS THE ABILITY TO SET A MINIMALIST SCREEN TO HELP REDUCE DISTRACTIONS”

RESULTS

WINNER ★★★★★☆

Hyundai Kona Hybrid

WHILE the Kona has higher list prices than the Mokka, you get what you pay for, with more space, better fuel efficiency, a longer list of standard kit and a more grown-up driving experience than its Vauxhall rival offers.

The Hyundai isn't without its foibles, however. It's not very exciting to drive, especially with the new lower-powered hybrid system, while the styling might be a little too futuristic for some people. But overall it's still a strong package in the small SUV class.



INTERESTED?
Scan the code to see deals on brand-new Hyundai Konas

RUNNER UP ★★★★★☆

Vauxhall Mokka Hybrid

THE Mokka is a solid performer, but it doesn't really excel in any area to give it an advantage in this test. The Hybrid is the pick of the line-up, courtesy of its smooth power delivery and decent efficiency, although the electric version is more comfortable at a cruise – keep to lower speeds and the Hybrid is fine, though.

Then there are the compromises in terms of rear-seat space. Yet if you have a small family that won't be an issue, while the car's compact dimensions make it a doddle to drive in town.



INTERESTED?
Scan the code to see Vauxhall Mokkas you can buy right now

HYUNDAI KONA BEST FOR:

Efficiency. Claimed economy of 60.1mpg is strong, while we achieved 53.7mpg during our time with the hybrid. It's just a shame the fuel tank is so small.

VAUXHALL MOKKA BEST FOR:

Manoeuvrability. Compact dimensions help make the Mokka feel agile around town, while nippy acceleration helps it to keep pace with traffic.





Ellis Hyde

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REX IN case you hadn't heard the news, the Renault 5 took home the now fiercely contested title of Auto Express Affordable Electric Car of the Year in our New Car Awards. And it's not simply because prices for this obscenely charming EV start from under £23,000; another big reason is that it's great to drive, no matter what situation you throw it into. I assumed that, being such a chic small electric car, the French fancy would have a crisis when driven outside town or above about 30mph. Yet it's quiet and feels stable cruising on the motorway, while on a twisty country road it's very composed and up for being chucked into corners.

Other than the fact that I've been averaging a very respectable 3.9 miles per kWh, the Renault 5's impressive road manners have been the biggest surprise after living with the car these past few months. Which made me think: if the regular model is so well rounded and great to drive, then why might someone pay extra for its evil-looking twin, the Alpine A290? To find out which of the pair I'd rather have if I were walking into a dealership today, I decided to get them both together for some back-to-back testing.

Now, I love the retro design of the Renault and its glorious pop yellow! paint, however Sonic the Hedgehog (as I've christened the A290) really appeals to the boy racer in me and looks – for want of a better term – like a serious bit of kit. The Alpine is 60mm wider than its sibling, which doesn't sound like a lot, but you immediately notice the difference when the two are parked side-by-side, thanks to the A290's flared wheelarches. There's also the more aggressive bumpers, extra rally-inspired lights, and the go-faster grooves in the rear doors – which remind me, rather oddly, of a 1968 Dodge Charger.

The interior feels like a more grown-up place as well, because the example I was testing was the top-of-the-range A290 GTS, which starts from £37,500 and swaps the R5's

MODEL TESTED:

Renault 5 E-Tech Iconic Five 52kWh Comfort

On fleet since: April 2025

Price new: £28,995

Engine: 52kWh battery, 1x e-motor, 148bhp

CO2/BiK: 0g/km/3%

Options: pop yellow! metallic two-tone paint (£1,200)

Insurance: Group: 22E Quote: £543

Mileage: 3,512

Efficiency: 3.9 miles/kWh

Any problems? None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

recycled yellow fabric upholstery for more sophisticated blue and white Nappa leather.

It also features a taller centre console to make the cabin feel more like a cockpit for the driver, plus the A290's steering wheel has a devious red 'overtake' button and a separate 'recharge' dial for switching between four modes for the regenerative braking – rather than simply D or B modes in the Renault.

My favourite upgrade, though, is the new drive selector. This is lifted straight from the incredible Alpine A110 sports car, and I found it much easier to get along with in everyday use than the column-mounted item in the Renault, especially when trying to pull off quick manoeuvres. More than once in the R5,

RENAULT 5

We compare our beloved R5 with Alpine's closely related A290

SECOND REPORT



"I LOVE THE RETRO DESIGN OF THE RENAULT AND ITS POP YELLOW! PAINT, BUT THE ALPINE REALLY APPEALS TO THE BOY RACER IN ME"

I've flicked the shifter down to go into Drive and come close to having a scrape with something because the car's stayed in Reverse.

In all honestly, though, this is one of my few gripes with the car. However, the lack of cup-holders in the A290 is rather annoying, as is having the charging cables taking up space in the boot because of a sub-woofer sitting where the underfloor storage is in our R5.

As you'd expect, there are some differences in the two cars' driving experience as well. For instance, in the Alpine there's a synthesised, Star Trek-esque sound when you accelerate, which I'm a fan of, and the Renault's already responsive steering has been made even more precise. The A290 feels more sure-footed than

its sibling too, giving you more confidence to go around corners at even higher speeds.

And yet, the Alpine manages to absorb bumps better, thanks to its hydraulic bump stops. The GTS version also has around 70bhp extra on tap, so it feels punchier off the line and there is even a little torque steer when you floor the throttle.

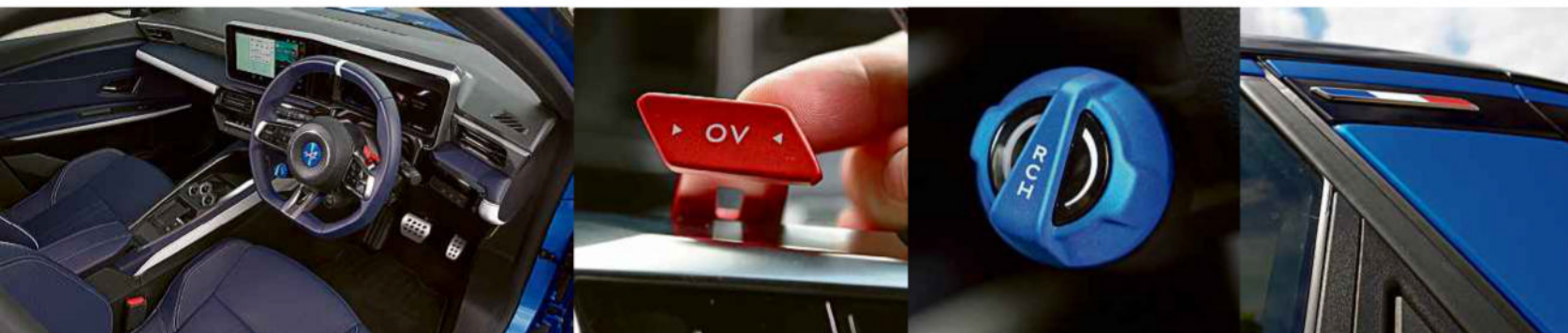
But despite all that, the A290 doesn't feel any more engaging or fun to drive. Instead, it just delivers more of everything you get in the Renault 5 – something that I see as a compliment to the latter, which doesn't take itself as seriously either.

Ultimately, both the Renault and its closely related Alpine sibling are fantastic small EVs

that offer different interpretations of fun, and choosing between the two simply depends on which suits your personality more. For me, that's the Renault.

VERDICT ★★★★★

AS much as I like the cartoonishly angry styling, more sophisticated interior and sharper handling of the Alpine A290, I still prefer its more laid-back sibling, the Renault 5. For me, it really comes down to the fact that the R5 has exceeded all my expectations in the way it drives – and several other areas – while I found the Alpine was lacking the extra spark I was hoping to find behind the wheel.



Pete Gibson



PROS

Looks fabulous
Funky interior
Great to drive

CONS

Annoying gear selector
No much space for charging cables
Tight rear seats



RELATIVE DIFFERENCE

There's real history behind this pair of EVs, but the sportier Alpine, with its flared wheelarches and rally-inspired lights, stands out even next to the R5. The A290's interior feels more grown-up, too, and our man also prefers its A110-inspired gearshift buttons

FINAL REPORT

ALFA ROMEO GIULIA QF

We look back on our time with hot Alfa, another fabulous but flawed car from the brand



LOOKING GOOD

Steve found lots to like about the Giulia, not least its stunning looks – and the gorgeous wheels, in particular. He loved its digital displays and performance, too, but had to choose between the drive modes (below) carefully



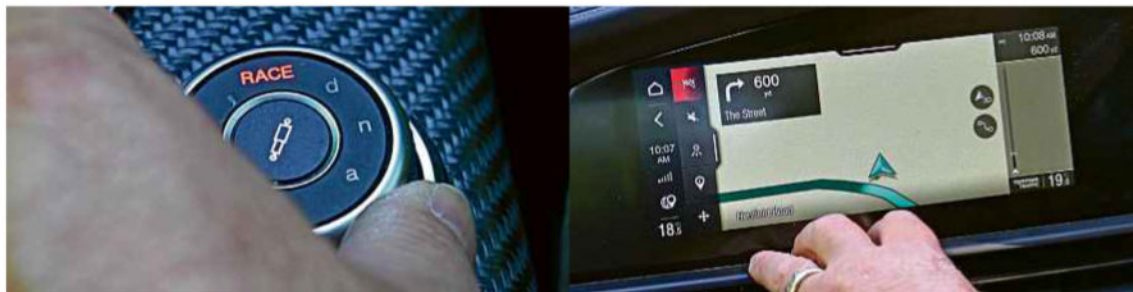
Steve Sutcliffe

mail@autoexpress.co.uk

REX IN total, I did 5,285 miles and spent 192 days with the Alfa Giulia Quadrifoglio, during which time I realised many new things about it. But my main thought now it's gone is that it was a great car, yes, but one that could, and should, be better still considering how much money it costs.

Where it's good, it's great. But where it's not so good, it's unusually poor – and sometimes peculiarly irritating. Some will say it was ever thus with Alfa Romeos, but in 2025 there's a lot less room for mistakes, and at nigh-on 80 grand, Alfa's BMW M3 rival needs to be nothing less than brilliant to justify its price.

Either way, in order to truly get along with the Quadrifoglio – and despite Alfa having improved it in all sorts of welcome ways for this final version – you still need to see this car through rose-tinted spectacles if you're not going to be driven mad by it. Otherwise



its faults will dominate and the good stuff will fade into the background, which would be very wrong indeed.

The elements I loved about it were, in no particular order: the way it looks, the way it sounds and goes under full throttle in Race mode, the way it steers and stops in any mode, the clarity of its new digitised instruments, the way it makes you feel when you first climb inside, the way it smells, the amount you can squeeze into its 525-litre boot, the design and colour of its 19-inch wheels, the lowness of its driving position, and the touch and precision of its enormous metal paddle shifters.

Most of all, perhaps, I loved the warmth of response from other road users. Even people

who don't like cars seem to gravitate towards the Quadrifoglio and want to know what it's like to drive, which is a rare and welcome quality in a car with 513bhp in 2025.

On the flip side, there was also lots I didn't get on with. Such as its crazy fuel consumption (15-22mpg depending how hard I drove it), the suspension's lack of body control in anything other than Race or Sport modes, the fact that you can't select Race mode without also turning the traction and ESP systems fully off, and the strange absence of refinement to its throttle response in Sport mode.

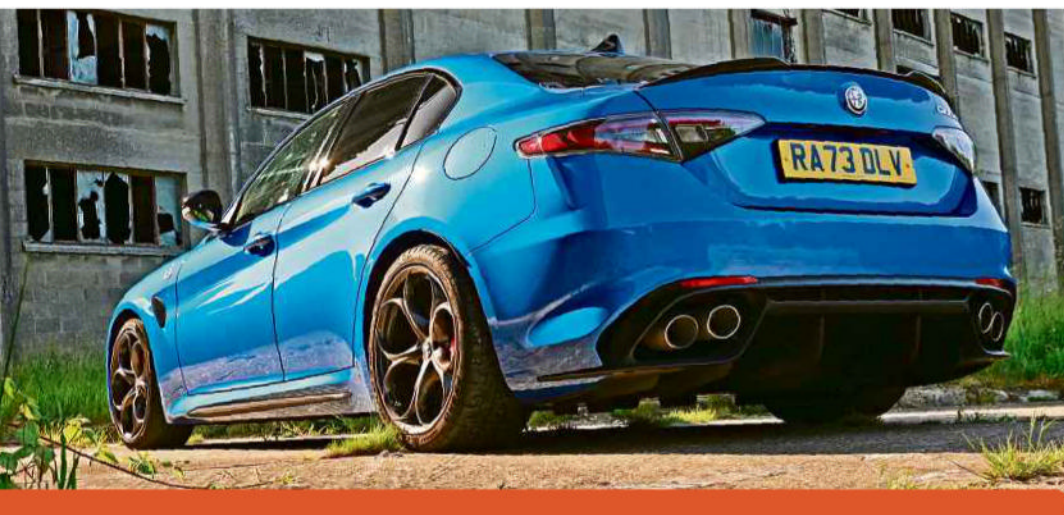
Then there's the way its driver's seat tries to crush the feet of whoever might be sitting behind it when you switch the engine off (at



MODEL TESTED: Alfa Romeo Giulia Quadrifoglio

On fleet since:	December 2024
Price new:	£78,195
Powertrain:	2.9-litre V6 turbo petrol, eight-speed automatic
Power/torque:	513bhp/600Nm
CO2/BiK:	229g/km/37%
Options:	Driver Assistance Pack (£1,100)
Insurance*:	Group: 44 Quote: £1,691
Mileage/mpg:	17,033/22.2mpg
Any problems?	None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



“ALTHOUGH I LOVED DRIVING THE ALFA MOST DAYS PURELY FOR THE HECK OF IT, I CAME AWAY FRUSTRATED



PROS

Potent old-school twin-turbo V6
350-mile range is a joy beside rival EVs
Looks lovely from all angles

CONS

Awful fuel economy
Not enough room for feet in rear seats
Ride quality not great in town

that point, the seat slides back, and then moves back into the set position when you start the engine), the shortage of legroom in general in the rear seats, and – most of all in day-to-day use – the way its DAB radio would drop its signal so frequently on cross-country trips, which is inexcusable in 2025.

In the end, although I relished my time with the Quadrifoglio – and loved driving it most days purely for the heck of it – I came away frustrated, even though eventually I adapted my ways to fit its and we got along just fine.

The crunch came when someone I’ve known for a long time asked me straight which one I’d recommend he should actually buy: a one-year-old BMW M3 or a similar-age Giulia

Quadrifoglio, but still a 2024 MY example. My reply was predictable but logical, and it was not the Alfa, which kind of says it all really. When a genuine buying decision needs to be made, the M3 still wins hands down, even if your heart aches on realising this. In the end, nothing much has changed.



VERDICT ★★★★★

IT’S fair to say that I have mixed feelings as I say farewell to the Giulia. There’s no doubt that it’s a great car, but it’s not quite great enough for 80 grand, even though it kills a piece of me to write that.

FLEETWATCH



KGM ACTYON

I’VE just taken over running the KGM Actyon and getting used to all its pros and cons, from the jiggly ride and sluggish yet thirsty engine, to the spacious interior and fine equipment. One area its previous custodian, group web editor Steve Walker, didn’t flag up was the integrated TomTom sat-nav, which couldn’t find its way out of Bedford on my first trip. The sun was also a pain, thanks to the dimly lit dual screens reflecting any kind of sunlight in the cabin.

ALASTAIR CROOKS



AUDI A3

OUR Audi A3 has been with us for a couple of months now and continues to impress. It’s handled everything from long runs to Goodwood and Silverstone, to trips into town without missing a beat. The mix of style, comfort and performance makes every journey a pleasure. In the recent sun, it got more compliments than ever, especially on its Python Yellow paint. The finish is excellent and always looks spotless.

SARAH PERKS

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Audi fleet favourite guns for 3 Series



NEW NISSAN LEAF
EV trailblazer returns as an SUV



RENAULT SYMBIOZ REVEALED ULTIMATE GOLF GTI



NEWS

DETAILS

Nissan's design boss tells our man how brand's nineties styling (below) inspired some features. Optional glass roof (left) makes cabin brighter and boosts headroom



GIOVANNY ARROBA Vice President, Nissan Design Europe

"THE LEAF IS ALL ABOUT MUSCULARITY AND ACILITY, BUT IT SHOULD STILL HAVE A SENSE OF URBAN CHIC AND SEXINESS"

Leaves out with all-new Leaf

Morphed into a sleek and slippery rival for the VW ID.3 and Kia EV3



STYLING

Leaf's new look has been dictated in part by the desire for good aerodynamics that will give the car a good range



chic and sexiness," he said. "The [styling] of the Leaf is again very much shaped by bringing EQ4 kilometres [of range] to the customer within that price range." Nissan has also sprinkled in plenty of nineties-inspired design details,

harking back to the brand's heyday. Elements such as three-dimensional rear lights and their clever 'Ni-Sari' (two-three in Japanese) graphics, plus references to sports models such as the 300ZX around the blacked-out rear panel, all suggest that the company is leaning into something the newer Chinese and Korean brands don't have: heritage. It might appear like a big car, but pictures don't quite do the Leaf justice, because it's one of very few EVs that look smaller in the metal. At 4,360mm long, it's only around 50mm longer than the bony Kia EV3. The Leaf is available with 18 or 19-inch wheels, although specific trim details ■

25 June 2025 11

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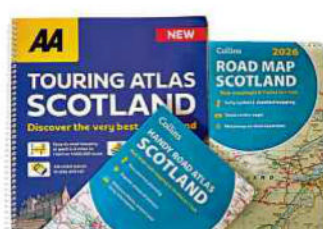


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55 NEW PRODUCT HISTORY CHECK
Pitstop - 'Trustpilot for cars'



57 MINI TEST ROAD ATLASES
Which is the right way to go?



58 PRODUCT TEST TRAVEL KITS
Vital holiday kit compared

PRODUCTS

UPMARKET

ATOMIC! is an unashamedly high-end product. It's hand-poured into a glass jar, like a posh cosmetic, and comes in a gift box



HOT KIT

Angelwax ATOMIC!

Price: £179.95 **Contact:** angelwax.co.uk

AEX ANGELWAX has completed its range of graphene-infused car care products with a new high-end detailing wax. The ATOMIC! costs just under £180 for a 200ml jar, but it claims numerous benefits.

ATOMIC! is a blend of five waxes, a special oil, and Nano Platelet Graphene, which is said to be 200 times stronger than steel. Angelwax says the graphene in one jar would be enough to cover a football pitch in a nano-thin layer and is superior to the cheaper Reduced Graphene Oxide and Graphene Oxide in cheaper products.

Within a wax, this is said to create more resilient protection than traditional waxes, reducing water spots and streaking. It's also

said to have anti-static properties, which prevent dust from being attracted to the surface, keeping panels cleaner for longer and enhancing the colour and gloss.

Angelwax also claims the protection will last more than six months, so you'll have to apply it less often than a regular wax. It's easier to apply than solvent-based ceramics too – just rub on and wipe off – and needs just a few minutes to bond with the paint.

Reflecting its upmarket price, ATOMIC! is treated like a posh cosmetic, hand-poured into a UV-protective glass jar and presented in a gift box. The new wax completes a range consisting of the ATOMIC QED graphene detailer spray and ATOMIC Shampoo.

BOOKS

From Scratch: Ferrari 330gt

Beat Imwinkelried [teNeues, teneues.com]

Price: £89.95 **Rating:** ★★★★★☆

THIS is definitely one for the picture lovers out there rather than any dedicated fans of reading. Of the nearly 200 pages of this book, a mere two have English translations, and they are bundled at the back. Even the original German text is mostly limited to a short paragraph at the start of each chapter.

However, you won't really mind. The whole point of this book is allow the gorgeous photography to speak for itself, showing the design and beauty in every detail of the Ferrari 330GT – even in things as innocuous as the ashtray or interior light. It could be argued that captions would be surplus to requirements.

From Scratch charts a ground-up, nut-and-bolt restoration project by a Swiss official Ferrari dealer. Each chapter is named after a stage in the rebuild process, with titles such as Yellow Primer, and Coats of Paint. The exception comes later on, where you'll find a complete reprint of the car's 1965 handbook. This is done on different paper stock to make it feel more authentic. It's a particularly obsessive yet rather lovely touch. The embossed jacket and linen cover add to the premium feel too,

If you like facts and figures, technical details or lists of chassis numbers, this won't be for you; and admittedly, once you've gazed longingly at the stunning photography a few times over, there's limited re-read value in it. But keep it out on your coffee table and your petrolhead visitors will find themselves drooling over the pages.



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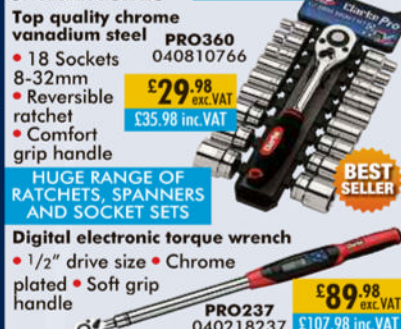
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AC10050	9000 BTU/h	010510575	£279.00	£334.80
AC13050	12000 BTU/h	010510578	£319.00	£382.80

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NEW PRODUCT



HYUNDAI TUCSON GO SE 2WD T-GDI S-A
Petrol 2018 SEMI AUTO • 6 months ago

Summary
A quick overview of key details

✕

This vehicle is not registered on PitStop yet. Ask the owner to register and upload the invoice history for detailed insights.

Transmission

SEMI AUTO

Gears

7

Fuel Type

Petrol

Colour

BLACK

Doors

5

Seats

5

Previous Keepers

2

Year

2018

Mileage

40352 mi • 27 August 2024

Preview



UK

ABC003

Checks
Import status, stolen checks, MOT validity, and odometer tampering

MOT
Valid until 31 August 2025

Odometer
No anomaly detected

Scrap
No scrap information found

Import
Imported on 1 September 2018

Write-off
Vehicle was written off on 3 November 2022

Stolen
No stolen information found

Score
Overall vehicle score based on multiple factors

31

/ 100

What impacts the score?

Vehicle has been written off

Vehicle is an import

CO2 emissions are between 160 and 255

PitStop does not have records of invoices

Checklist
Our recommendations on what to look for when seeing this specific vehicle, based on its history

Examine the Brake lines and hoses for leaks or damage

High

Check the Brake fluid level and condition

High

Examine the Frame/subframe for rust or damage

High

See more

PitStop history check

Price: £19.99 Contact: mypitstop.co.uk

REX A NEW automotive tech start-up called PitStop has launched a car history checker which aims to go beyond the usual data reports by harnessing feedback from vehicle owners. The company hopes it will become the “Trustpilot for cars”.

For £19.99, users can create a report by inputting a car’s registration number. A score out of 100 will be provided for the vehicle, based on a variety of factors tied to the car’s history, offering an overall evaluation and a checklist for buyers based on the MoT advisories and any recalls.

As with most other checks, the PitStop report also gives a complete MoT testing history, lists ownership changes, mileage logs and a note of any colour changes or cherished number plate updates. Any finance agreements outstanding will also be listed, and it will reveal the vehicle’s emissions-based road tax rates.

The difference with the PitStop report will come when car owners

“A SCORE OUT OF 100 WILL BE PROVIDED FOR THE CAR, BASED ON A VARIETY OF FACTORS”

decide to upload maintenance invoices and repair documentation to improve the vehicle’s overall score. Verifying ownership prior to a sale using the check will also help buyers feel reassured, says PitStop. While the keeper’s data is factored into the scoring system, it’s never disclosed in the reports to maintain privacy.

PitStop claims to have hundreds of users already, encouraged by an offer that gives the first check for free to anyone who registers with the site. While a single check following this costs £19.99, the company gives discounts for bulk buys, with three reports costing £49.99 and 20 cutting the price to £10 per report.

USEFUL
PitStop’s reports (above) give details of many factors, including a summary of the car’s history, plus more detailed data, such as its MoT status and mileage

FIRST TEST

Hawksmoor 18V Handheld Cordless Pressure Washer

Price: £99.98 Rating: ★★★★★☆
Contact: toolstation.com

SOMETIMES you need to clean a car when you are too far from the nearest tap or mains power. Luckily, as with most power tools these days, pressure washers have gone cordless. These rarely offer the same cleaning clout as a mains-powered machine, but will be much better than a bucket alone.

Toolstation’s Hawksmoor brand currently holds our Best Buy title for its corded pressure washer, and has just launched a battery-powered cleaner for the first time.

The 18V motor is powered by a 4.0Ah battery, which in High Power mode can deliver 4.8 litres of water per minute – for comparison, an entry-level Kärcher K2 corded machine offers 6.0 litres per minute.

The Hawksmoor can be connected via its six-metre hose to a tap, or to another water source, such as a stream, bucket or water butt. A clip is provided to help keep the hose and its filter in place on the container.

Although it’s not powerful enough for hardcore cleaning, a five-in-one nozzle allows the user to adjust the spray to tackle most tasks, varying from a pin jet that has some reasonable pressure for cleaning wheels to a fast flow for rinsing. There is also a small snow foam bottle, which holds just enough detergent to cover a small car.

The Hawksmoor works well for general car-cleaning tasks, and comes with a useful number of accessories. Our only real complaint is that the machine turns itself off as soon as the trigger is released, requiring a two-handed button press and trigger squeeze to start it again.

www.autoexpress.co.uk

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C21 ALY	£1200	BSS 430	£1300	PI DEK	£1500
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G25 AMS	£1900	Y6 CAC	£1300	F21 DEL	£1200
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F21 ANA	£1200	D24 CAL	£1300	A26 DEL	£2200
C19 ANG	£1500	309 CAN	£1400	F2 DEN	£2500
D24 ANG	£1200	J3 CAP	£1500	I6 DEN	£5500
G24 ANG	£1400	B18 CAR	£1400	D17 DEN	£1700
D13 ANN	£3500	F21 CAR	£1400	M26 DEN	£1500
R15 ANN	£1900	G22 CAR	£1500	B6 DES	£1400
P18 ANN	£1300	D25 CAR	£1300	H9 DES	£1300
G21 ANN	£1400	A26 CAR	£1500	DES 63V	£1900
L21 ANN	£1500	R3 CAS	£1200	BS DEW	£1300
D22 ANN	£1600	CAT IW	£4700	DEW 18Y	£1900
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C25 ARY	£1200	C21 COL	£1700	C20 DON	£1300
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C3 ASH	£1400	V16 COX	£1400	1943 DP	£1700
D26 ASH	£2500	L21 COX	£1300	5701 DP	£1500
E26 ASH	£1700	C23 COX	£1400	DS 5932	£1300
D24 AVY	£2100	D23 COX	£1500	DS 6798	£1400
B11 BAY	£1700	A24 COX	£1500	DS 7975	£1500
BAZ 380	£1300	C4 CPH	£1300	DSW 93	£3700
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A9 BEK	£1400	M5 CRL	£1200	925 DUG	£1300
D21 BEL	£1400	674 DA	£3500	D21 DUN	£1200
B26 BEL	£1400	6945 DA	£1500	J21 DUN	£1300
E26 BEL	£1200	T2 DAD	£1200	FW 6243	£1300
S15 BEN	£2600	S2 DAD	£4700	4560 DW	£2600
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A22 KEN	£1300	A22 KEN	£1300	A25 LLA	£1300	E22 LLY	£1200
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F11 MJC	£1400	I368 R	£4500	X5 SEL	£1800
S19 MJC	£1200	C26 RAM	£1300	L9 SEL	£1300
A25 MJC	£1300	K14 RAY	£1500	H2 SET	£1300
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E22 MAT	£1700	K8 PAT	£1900	263 VAL	£2500
W10 MAX	£2600	M19 PAT	£1500	E23 VAN	£1400
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A21 MCA	£1200	2969 PG	£1400	677 RU	£1500
D21 MCA	£1200	PGW 234	£2700	C21 RUS	£1300
S111 MCR	£1200	PGW 234	£2700	5321 RW	£1900
MCR IR	£2500	8843 PH	£1600	8625 RW	£1500
MDW 855	£1600	9256 PJ	£1300	A21 SAL	£1500
M10 MEG	£1700	9804 PJ	£1200	C25 SAM	£2500
D26 MEG	£1200	788 PJH	£2300	G25 SAM	£2100
C44 MEG	£1300	9481 PK	£1300	H25 SAM	£1900
D21 MEL	£1600	1813 PL	£1500	A26 SAM	£3100
G23 MEL	£1400	9799 PL	£1300	E26 SAM	£1800

MINI TEST



Tom Barnard

MANY drivers won't have felt the need to pick up a road atlas since sat-nav became available. Even on the shortest journey, most of us will rely on the computerised calculation and instant updates that we can get by typing into our phones or stabbing buttons on an infotainment screen.

But for bigger trips, a paper map is still easier and more satisfying to use. You can choose scenic routes, locate attractions without adverts and not require data, reception or a battery.

To prove the format isn't dead, the AA and Collins have both released new maps for 2026, Collins in fold-out and paperback form. To test them, we chose the editions covering Scotland, a popular destination with notoriously patchy phone reception.

The Collins maps are good in some situations, but the AA Touring Atlas is the one we'd pack for a big trip.

AA Touring Atlas Scotland

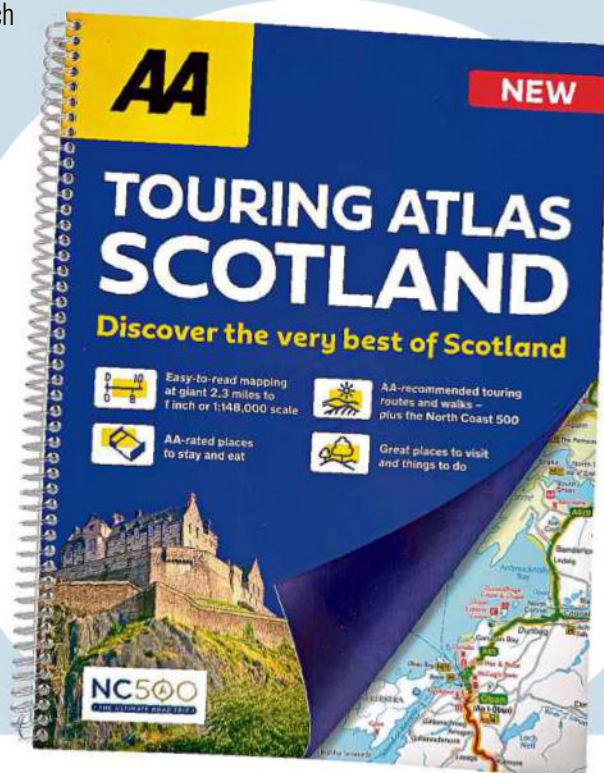
Price: £9.95 **Format:** Spiral bound/2.3 miles to 1 inch

Rating: ★★★★★☆ **Contact:** ratedtrips.com

THERE'S no doubt that the 176-page AA Atlas has been created with a touring motorist in mind. As you'd expect, there is clear mapping of roads, with a large 2.3 miles-to-an-inch scale making it easy to plan journeys.

What lifts it above the other maps here – and sat-nav, for that matter – are the lists of places to visit, as well as scenic routes, suggested tours and a whole section about the iconic North Coast 500 route. The mapping also includes distinctive symbols that show golf courses, distilleries, picnic sites, viewpoints and ferry routes.

It's not perfect though, because the atlas's spiral binding creates an annoying gap in the maps, and the plans of major towns are too small.



TESTED Scotland road atlases

From £6.99: There's a time and a place for sat-nav and smartphones, but when a paper map hits the spot, which one should you turn to?

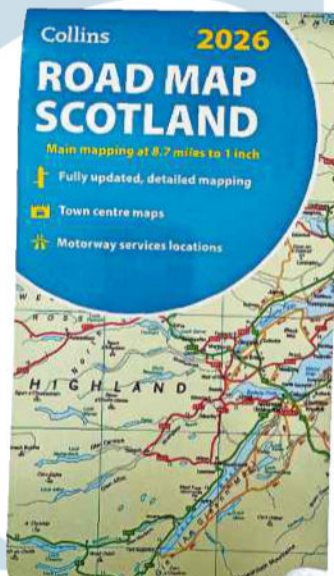
2026 Collins Road Map Scotland

Price: £7.99 **Format:** Folding/8.7 miles to 1 inch

Rating: ★★★★★☆ **Contact:** collins.co.uk

THE fold-out format means this Collins map is best suited to planning routes on your kitchen table before you leave on a trip. It covers the whole of Scotland and part of Northern England on one side only, with seven more detailed town centre street plans placed on the right of the map.

These are too small to be genuinely useful though, while the entire map is too cumbersome to be unfolded in a car while you're away.



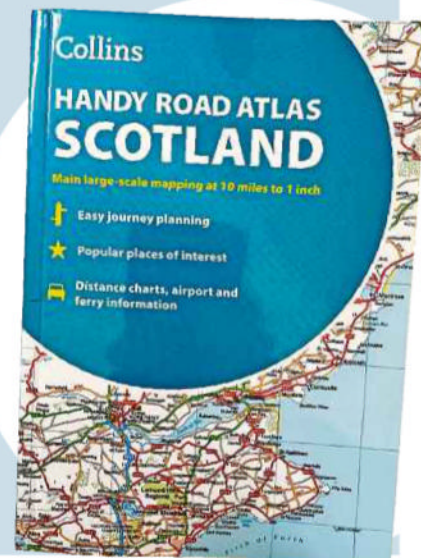
Collins Handy Road Atlas Scotland

Price: £6.99 **Format:** Paperback/9.9 miles to 1 inch

Rating: ★★★★★☆ **Contact:** collins.co.uk

THE 'Handy' format means this Atlas is tiny, being the thickness of a magazine and only a little larger than a paperback novel.

This means you will have to get out your reading glasses to see some of the detail on the macro maps, but the Handy's strength is in the comprehensive, fully indexed city centre street maps of Aberdeen, Dundee, Edinburgh, Glasgow, Perth and Inverness. One to keep in your glovebox for quick referencing and emergencies.



EMERGENCY KITS

We pick the best pack to take if you're driving in Europe this summer

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Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive



Tom Barnard

IF you are joining the thousands of Brits heading off to Europe this summer in your car, you will need to be prepared. In addition to packing your swimming costume, sunscreen and copy of Auto Express, you'll need to think about how to ensure your car is legal on the continent.

Besides paperwork, there are a few emergency items that are compulsory in Europe but are not required in the UK, although it would be sensible to always keep many of these items in your car.

The neatest and cheapest way is to buy a European travel kit, which puts everything you need into a holdall that can be kept in the boot. Getting it before you go will save you a fortune compared with a panic purchase at the port.

We compared six of the best to see which offers the best combination of contents, quality and value for money.

How we tested

WE were looking for packs which would be legal in the European countries British motorists most commonly visit – namely France, Spain and Germany.

For this we expected them to have the bare minimum of a warning triangle, UK sticker, high-vis vest and basic first aid kit, all contained in a bag. Any extras on top of this that would be useful in an emergency gained additional points.

While the basic items may be legal, they might be limited in their usefulness in a real emergency, so we checked the quality and contents of the first aid kits and bulb packs, and the triangle. Finally, we looked at the price to rate each pack's overall value for the asking price.

Ring RK002

Rating: ★★★★★ **Price:** £34.99

Extra contents: 2x vests, foil blanket, bulb set

Contact: ringautomotive.com

YOU could pop the Ring kit into your car and be confident that it has the basics to be legal on the continent, plus some items that would be genuinely useful in an emergency. The substantial carry bag contains two high-vis vests and a foil blanket, which could keep you warm or act as a shelter if you are waiting outside the car. The bulb set is the most comprehensive here, too, and includes fuses. Ring's first aid kit is small but has the essentials for a proper emergency, rather than just a grazed knee.



The AA European Travel Kit

Price: £26.25

Rating: ★★★★★

Extra contents: Kent map, European handbook, bulb kit, voucher

Contact: [argos.co.uk](https://www.argos.co.uk)

THE AA's kit came very close to taking the win here, mainly because it looks exceptional value for money. In addition to the usual essentials, the big carry bag includes a basic bulb kit, a road map of Kent and a comprehensive paperback guide to driving in Europe. It's also got a large and useful first aid kit. There is only one high-vis vest though, and we'd gladly swap the book for a foil blanket or some fuses in the bulb kit.



Halfords European Driving Kit

Price: £32.50

Rating: ★★★★★

Extra contents: 2x vests, 2x UK stickers,

Contact: [halfords.com](https://www.halfords.com)

THE contents of this Halfords kit are packed tightly into a green bag, which is more compact than most of the holdalls here. That might be helpful if boot space is scarce once you are packed for your holiday. Inside, there are two high-vis vests and the best first aid kit in this test – this one might actually be of some use in an emergency, although there is nothing for smaller everyday injuries. Inexplicably, the pack also includes two UK stickers.



CONTINENTAL DRIVING: What will you need to stay legal?

IN addition to all the documents and policies to make sure your car is legal and covered for travel in Europe, you will also need to carry at least some of the items in these kits. There must be a high-vis reflective jacket for the driver and every passenger, and they need to be within reach so you can access them without getting out of the car.

You'll also need a reflective warning triangle and beam converters, if your car doesn't have the technology to change the light pattern itself. Your UK sticker must be clearly visible on the rear of the car. Spare bulbs and a first aid kit are compulsory for locally registered cars and recommended for visitors in most countries. If you are not sure, it is advisable to have them in the car anyway, rather than risk a fine.

"IN ADDITION TO THE POLICIES AND DOCUMENTS, YOU WILL NEED TO CARRY AT LEAST SOME OF THE ITEMS IN THESE KITS"

RAC Premium Family European Driving Kit

Price: £39.99 Rating: ★★★★★☆

Extra contents: 2x warning triangles, 2x UK plates, 2x vests, torch

Contact: racshop.co.uk

IT might be the most expensive in this test, but the big RAC bag is full of items that make it seem reasonable value overall. The bulb pack includes fuses, there is a pair of vests and a surprisingly bright LED torch, complete with batteries. It has both magnetic and adhesive UK plates, and even a pair of warning triangles. This could be useful on a small two-way road.



Family Motoring & Leisure European Motoring Kit

Price: £21.99 Rating: ★★★★★☆

Extra contents: 2x breathalysers

Contact: amazon.co.uk

THIS good-value kit contains a hangover from the past – two breathalysers. These were a legal requirement in France, but are now no longer mandatory, so we'd like to have seen them swapped for something more useful.

The bag contains a small UK sticker, stick-on headlamp masks, and a single high-vis vest. The first aid kit is no bigger than a pub's packet of peanuts, but its contents are well chosen.



Simply European Travel Safety Kit

Price: £29.99 Rating: ★★★★★☆

Extras: Bulb kit Contact: simply-brands.com

PUTTING this kit in last place doesn't mean it fails, it's just average in most areas at a price that's reasonable, but not great, value. It has the basics, plus a bulb kit with fuses. It's the only kit here without a Velcro-style strip to hold it in place.



Verdict

WHILE there are no bad kits here, some offer more value for money and have items that are genuinely useful for continental motoring.

The Ring RK002 is the package that offers a good selection of items at a decent price, so it takes the Best Buy. The AA set seems better value, but the bulb kit is less useful, and it would need another high-vis vest to win here.

Halfords' emergency kit comes third, with the best first aid pack.

Summer Essentials

Sealey SV20 Series Brushless Cordless Rotary Polisher Kit

Price: £239.94 inc VAT

Visit: sealey.co.uk

Built for professionals, perfect for enthusiasts – the SV20 Series Premier Cordless Rotary Polisher Kit delivers heavy-duty performance in a lightweight, ergonomic package. Its brushless motor ensures long-lasting power and quiet efficiency, while dual-handle positions provide superior comfort and control for every angle.

This kit adapts effortlessly to any polishing task thanks to its Ø180mm backing pad, variable-speed trigger with lock and six speed settings. It comes complete with two interchangeable polishing pads, a quick-change backing pad key, 20V 4Ah battery, mains charger and a durable kit bag. And it's all backed by Sealey's three-year guarantee.



GYEON Q²M Bug&Grime and Q²M QuickDetailer

Price: from £10.50

Visit: mycarcleaning.co.uk/collections/gyeon

Summer road trips are great fun. But the bug splatter across your car when you get home is less fun. Q²M Bug&Grime offers an easy and effective way of removing unsightly bugs and other road grime, reducing the chance of damaging bodywork with aggressive scrubbing. Just a single application and rinsing with a pressure washer will remove most of the mess, even old and more resistant stains. And, despite its strength, Q²M Bug&Grime is perfectly safe for all types of paintwork and ceramic coatings.

For additional help, Q²M QuickDetailer offers an easy method of making your car's surfaces slicker and glossier. Its special formula designed to remove smudges and smears makes it perfect for post-wash touch-ups, or for getting rid of those dreaded fresh water spots. It's also great as a drying aid if you're washing your car in hot conditions. Completely safe to use on coatings and traditional waxes, Q²M QuickDetailer is an easy and effortless way to boost your car's looks in almost no time at all.

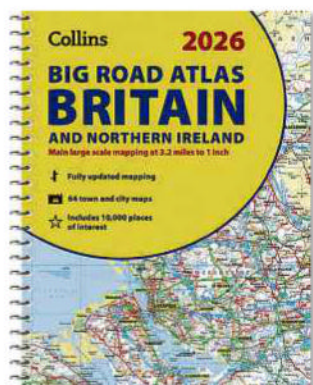


Collins 2026 Collins Big Road Atlas Britain and Northern Ireland

Price: £14.99

Visit: collins.co.uk

Explore Britain and Northern Ireland with easy-to-read mapping from Collins. This fully updated, spiral-bound road atlas covers the whole of Britain using the ultimate 3.2 miles to 1 inch scale for clarity and ease of use. Each scale of mapping is colour-coded for simplicity, while the smallest scale maps are great for long distance route planning, and the street plans help you locate your final destination. There's also more than thirty categories of places of interest including castles, theme parks, sports venues and surfing beaches, plus full postcodes for the top 1,000 places of interest – ideal for use alongside sat-nav systems.



AlcoSense Elite 3 breathalyser

Price: £69.99

Visit: alcosense.co.uk/elite3

The AlcoSense Elite 3 breathalyser provides results that can be trusted, helping you accurately check you're safe to drive the morning after. The unit works via a premium 28mm² semi-conductor sensor, providing a reading that goes down to two decimal places delivered in just a few seconds. This is combined with clear colour coding – green, amber and red. A memory recall function makes it easy to check the previous nine results, while the Elite 3 can be set to any limit used in the UK and Ireland. The unit is also discreet and pocket-sized, so it can be taken anywhere.



Overland and Overland + jump starters

Price: from £79.95

Visit: mobilesolarchargers.co.uk

Winners of four Auto Express Best Buy reviews, the Overland and Overland + are excellent expedition-proven power banks that can also jump start any engine from 0.1 to 5.0 litres. The units can be recharged via either mains or an optional fold-out solar panel, and are supplied with their own 12V lighter-style socket.



Car mats from CarMats.co.uk

Price: From £21.99

Visit: carmats.co.uk

Want to keep your car's floor clean and looking good? CarMats.co.uk specialises in perfectly tailored mats to fit every make and model. Manufactured in the UK, they're built to last using weather-resistant, anti-slip materials to ensure they perform in all conditions. And you can choose from a wide range of colours and personalised embroidery options to reflect your individual style. So whether you're heading to the coast or exploring the countryside, these custom carpet and rubber mats will help protect your car's interior from sand, mud, ice cream and anything else the great British summer might throw at it. For a limited time, you can save 10 per cent with the code AUTOSUMMER10 when you check out.

Jordan Bespoke - Handcrafted Leather Goods

Price: From £45

Visit: jordanbespoke.com

Jordan Bespoke is a British brand producing handcrafted Italian leather goods inspired by motorsport. Offering luxury luggage, helmet bags and accessories, each piece reflects iconic brands such as Ferrari and Aston Martin. Made to order with unique options, Jordan Bespoke fuses British design and Florentine craftsmanship for timeless, high-performance style.





Bilt Hamber Double Speed-Wax

Price: £16.95

Visit: bilthamber.com/product/double-speed-wax

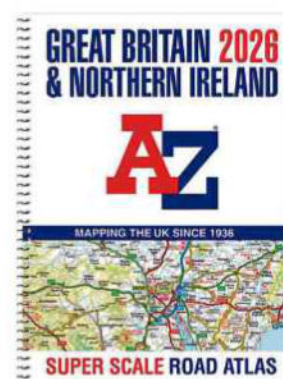
After you've finished meticulously cleaning your car, it's important to make sure your hard work doesn't go to waste. That's why a premium wax is a vital part of any home-detailing kit – providing a layer of protection over the paint finish while also giving a glossy shine. Bilt Hamber's Double Speed-Wax is an award-winner that's both water-repellent and detergent-resistant, producing impressive, long-lasting results. It's better value than the more expensive paste waxes, too, with Double Speed-Wax coming in at £16.95 for a 250ml tin that also includes an applicator pad and a microfibre cloth.

Great Britain A-Z Super Scale Road Atlas 2026

Price: £15.99

Visit: collins.co.uk/az

Navigate your way around Great Britain with this detailed and easy-to-use A-Z Road Atlas. Fully revised and updated, the spiral-bound, A3 road atlas features clear road mapping at a mainland map scale of 2.5 miles to 1 inch. It includes eleven pages of main route mapping covering Greater London, Birmingham and Manchester, along with a route planning map, mileage chart with average journey times, and seventy city and town centre street plans. Plus, there's sixteen port and airport layouts, Channel Tunnel terminus maps, and an index to cities, towns, villages, hamlets, major destinations and selected places of interest, with postcodes for sat-nav use.



Nilfisk High Pressure Washers: Built for Speed and Power

Price: Use code AUTOEXPRESS10 for 10% off everything in the Nilfisk webshop

Visit: shop.nilfisk.com

Speed matters on the track – but when it comes to cleaning, Nilfisk delivers just as fast. These powerful high-pressure washers feature an integrated hose reel, foam sprayer, and durable metal pump to provide a quick, thorough clean every time. Perfect for cars, bikes, decking and more. Use code AUTOEXPRESS10 for 10% off everything in the Nilfisk webshop (offer ends 21 July).



Nextbase 320XR dash cam

Price: £99 (until 21st July 2025)

Visit: halfords.com

Stay safe on the road this summer with the Nextbase 320XR Dash Cam bundle. Designed for protection on every journey, it features both front and rear recording capability to capture every detail on the road. With 1080p HD resolution, a wide 140-degree viewing angle, and a sleek, discreet design, it's a perfect set-up for any car – easy to use on the daily commute, or even a longer road trip. Get the 320XR Dash Cam for just £99, with a £100 saving, exclusively at Halfords until 21st July.





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**66 DRIVER POWER
HONDA JAZZ**
Your views on supermini



**68 BUYER'S GUIDE
VANTAGE Mk2**
Sporty Aston is a good buy



**72 3-CAR GARAGE
SHARED LOVE**
Three non-Toyota Toyotas

BUYING CARS

REX FOR a firm to be considered premium these days, a top-tier 'branded' stereo is a non-negotiable element in its cars. But what many of us don't know is the amount of investment and development that goes into these systems, which have transformed a humble radio into an aural extravaganza.

A car is a terrible place to start designing a sound experience, because the road noise, vibration and harshness – NVH in industry terminology – generate a colossal amount of white noise for the system to overcome. This changes, too, depending on the speed or road surface. And inside the cabin, the soundwaves bounce in all directions off the hard materials, such as glass and plastic.

A recent drive in a Porsche 911 GT3 proved this point, with the huge tyres and thin glass generating too much noise for the standard audio system to overcome at a

HELPING CAR AUDIO HIT HIGH NOTES

"IT'S NO SURPRISE THAT MANY MARQUES TURN TO AUDIO FIRMS TO HELP DEVELOP MORE POWERFUL OPTIONAL HI-FI SYSTEMS"

motorway cruise – and that's on a car with a base price in excess of £130,000.

It's no surprise, then, that many marques have turned to audio firms to help develop more powerful optional systems – each of which represent millions of pounds in investment and over the years have turned

into an proper audiophile experience.

Porsche works with two HiFi specialists to create high-end set-ups for its cars, giving customers three choices, including the firm's own base system. On a £103,000 911 Carrera you can specify as an option either a £1,269 12-speaker BOSE Surround Sound package, or a 13-speaker Burmester High-End Surround Sound system for £4,020.

What's the difference between the two? Aside from the extra speaker, Burmester's system also has a collated wattage upgrade to 915W from the BOSE's 570W. Can you hear the difference? Yes, most definitely.

But things go into space from here, because certain car brands are becoming known specifically for their audio systems, which have all the technology and quality of the world's best home HiFi products.

The Bowers & Wilkins set-up in the Polestar 3 SUV is only available when bundled into a combined £7,300 worth of option packages, but offers sound quality comparable to a top-tier home system. Bowers & Wilkins will sell you a pair of speakers for £90k without a car attached, making the Polestar feel like a bargain.

So if you're spec'ing a new car and baulk at the cost of an optional high-end stereo, remember it's rarely a hollow upgrade and, for a connoisseur, possibly is worth more than the price of admission.

JORDAN KATSIANIS

Auto Express's senior staff writer considers why manufacturers turn to high-end specialists to make great-sounding bespoke audio systems for their cars



DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

RIDE AND HANDLING

YOU SAID "Nobody – including me – buys a Jazz for its thrilling handling, but the steering is accurate and the ride is quite good for a small car. The Jazz copes pretty well, given the terrible condition of our roads."



MPG AND RUNNING COSTS

YOU SAID "The hybrid powertrain is brilliant, giving far better economy than my previous non-hybrid Jazz. I can get 65mpg on a run."

"I get the best of both worlds: a petrol engine to charge the battery and extra power when needed from the electric motor."

INFOTAINMENT AND ELECTRICS

YOU SAID "There are lots of useful features such as a very good adaptive cruise control set-up, while the rear camera provides a superb view. The infotainment system is also very easy to understand and it has excellent smartphone connectivity."



PRACTICALITY AND SPACE

YOU SAID "It's a small car, but there's much more space inside than you would expect from the exterior dimensions. Arguably, the best thing about the Jazz is its versatility in terms of being able to juggle the seat and boot space."



“Given the amount of safety features and tech, plus the auto box, hybrid drivetrain and kit, this is not an expensive car.”

POSITION 14th

Honda Jazz Mk4



Richard Dredge

IT'S almost a quarter of a century since the original Honda Jazz burst onto the scene. Incredibly, the latest (fourth) edition is already five years old, and it's maintaining the tradition of keeping owners happy. This year, the Jazz notches up a 14th place, behind only the Citroen C3 in the supermini class, and ahead of the Toyota Yaris, Renault Clio, Ford Fiesta, Vauxhall Corsa and Volkswagen Polo.

The Jazz manages a brace of first places, for drivetrain and gearbox smoothness, along with interior versatility. After that there's just one top-five place – a fourth for reliability – but there's no shortage of top-10 rankings. These include sixth for the heating and ventilation, plus seventh for fuel economy, rear-seat legroom and interior cubbyholes. The visibility and sensitivity of the touchscreens, plus the balance between physical controls and the touchscreen are both ranked eighth, as is overall quality. Just one place behind are steering response, driving pleasure and the user-friendliness of the switchgear. The brakes and all-round visibility both notch up a 10th place.

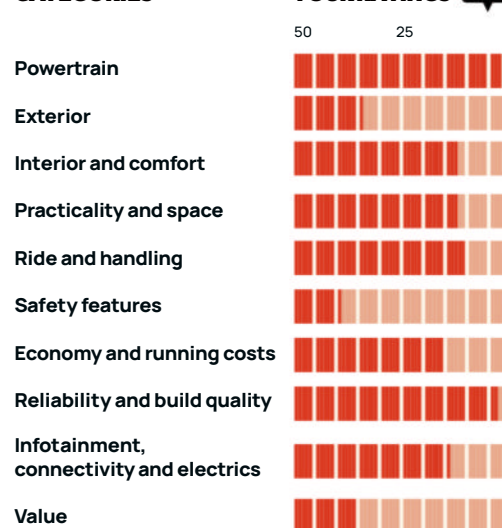
The only really poor score is a 49th for how easy (or not) it is to deactivate the safety features, while the child-friendly features come 40th. However, smartphone connectivity and the built-in navigation both come 37th, which is disappointing, and so is 34th for boot space, exterior design and quality. Surprisingly, running costs other than fuel (road tax, insurance) are rated a relatively lowly 36th.

OVERALL SCORE 87.06%

USED PRICES FROM: £12,000 **YEARS:** 2020 to present
CO2: 102-108g/km **FUELECONOMY:** 59-62mpg (1.5 auto)
BEST OPTIONS: There are dealer-fit accessories, but Honda doesn't offer factory-fit options for the Jazz

CATEGORIES

YOUR RATINGS



DATA BY CATEGORY

Bars illustrate 50-1 rankings per category. The longer the bar the better the car's ranking

YOUR VIEW

Reader comments reflecting how they feel about their car

“It's attractive, and my top-end model is very well equipped. Easy to drive, very efficient and full of safety kit, it's a great car.”

“The battery isn't big enough for the car, so it's running on the engine pretty much all of the time, instead of in electric mode.”

“Something that niggles is the lack of a spare wheel, although few cars come with one now. A less bland exterior would be nice, too.”



INTERIOR AND COMFORT

YOU SAID “Mostly good quality materials, but also some hard brittle plastics on the dash top and doors. The front seats are comfy and all-round visibility is great for the driver, but the passenger seat could do with a height adjustment lever.”

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinions and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars. Make sure your voice is heard.



SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning £100 Amazon voucher



WANT ONE?

Scan the QR code to view new Honda Jazzes that are on sale right now on the Auto Express marketplace



Richard Dredge

ASTON Martin has been selling cars using the Vantage name since as long ago as 1950, and as such it's one of the most evocative automotive monikers.

But it took a long time for Aston to produce a Vantage that was truly credible on the world stage. Some would say that moment came in 2005 with the arrival of the Vantage V8, but arguably it was that car's successor that could truly compete with its rivals in terms of the technology fitted and the build quality.

The Vantage Mk2 really upped the game for Aston, and with the earliest examples now seven years old, this junior supercar is shaping up to be a very smart used buy.

HISTORY

THE Mk2 Vantage was unveiled in November 2017, costing from £95,000 with a 503bhp 4.0-litre twin-turbo V8; six months later it went into production, with the first customer cars delivered soon after.

At first all Vantages came only with an eight-speed automatic gearbox, but the AMR of winter 2019 had a seven-speed manual transmission; just 200 were made. The Vantage Roadster that went on sale in spring 2020 shared the coupé's engine and gearbox.

But something altogether more exciting arrived in spring 2022: the V12 Vantage, with a 690bhp twin-turbo 5.2-litre V12 engine. Once again there was a Roadster edition, from autumn 2022, but all 333 examples of the £265k coupé and all 249 Roadsters were sold before the cars were even announced.

Those who missed out could always console themselves with one of the heavily facelifted Vantages that arrived in spring 2024, with a dramatic new look, a 656bhp V8 engine, a heavily revised chassis and an all-new interior. By now the starting price had risen to £165,000. A year later the facelifted Roadster arrived.

WHICH SHOULD I BUY?

THE Vantage Mk2 represented a huge improvement over its predecessor, and the 2024 facelifted model brought further significant upgrades. The V12 is



CHECKLIST

A BIT SPECIAL

There has been an array of Vantage special editions over the years, including the V600 (14 made in 2018), 007 (100 built in 2020) and an unspecified number of F1 editions that were produced in 2021.

HISTORY LESSON

You could be forgiven for assuming that all Vantages are cherished and maintained meticulously. Not so, which is why you need to ensure a car's service history is complete, and go through it carefully.

WATT A PAIN

Just as with many mainstream car brands, the most likely Vantage glitches revolve around the electrics and electronics. It doesn't help that some of these cars are barely used from one week to the next.

FUEL'S GOLD

The Vantage's fuel tank holds 73 litres and in V8 form it's rated at an optimistic 24.3mpg; the V12 at an unlikely 20.3mpg. Expect a few mpg below this, and quite a few if you drive the car hard...

a specialist and rare car, but every drive is an occasion, whether a Vantage has eight cylinders or 12.

Whatever version you go for, it'll be well equipped, with all examples coming with front and rear parking sensors, dual-zone climate control, navigation, electric steering column adjustment, cruise control, self parking, blind-spot detection, and leather and Alcantara trim, along with heated and ventilated seats, which also featured 16-way adjustment. An eight-inch touchscreen was standard at the outset, along with a tracker, garage door opener and even an umbrella.



USED BUYER Aston Marti

FROM £70,000 British sports car was a winner wh





**BUY THROUGH
AUTO EXPRESS!**

Scan the code
to view used
Vantages and
other Astons

ON THE ROAD

While all versions deliver effortless performance, the Vantage also handles extremely well

'S GUIDE n Vantage Mk2

en new and makes a great used performance buy



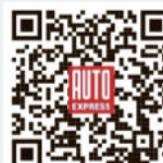
PRICES

THE cheapest Vantage Mk2s are priced from £70,000 for a 20,000-mile example on an 18-plate, although such early cars are rare.

You'll have more choice with a £75k budget, while £80k gets you a 20-plate coupé with 15,000 miles on the clock. There are a few AMR editions for sale, but you'll have to part with £100k to secure a 5,000-mile example; few Vantages have covered many miles.

About one in six Vantages is a Roadster edition, and these also start at £100k for a 5,000-mile 2021 car. There's a reasonable

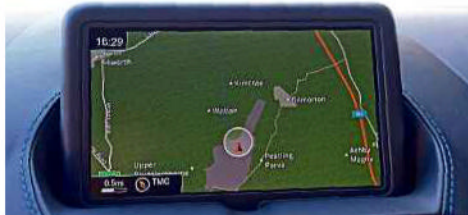
number of facelifted Vantages available, invariably through official dealers. These are priced from £150k for a 6,000-mile coupé; you'll do well to find a Roadster, because the first examples have only just been delivered. The V12 editions are very rare; find one and you'll pay at least £150k for it.



**ONLINE
VALUATION
TOOL**

Head over to our
valuation tool to
check prices on a
specific model.





DASHBOARD

Digital instruments centre around a large circular rev counter; sat-nav is a feature on every Vantage model

RUNNING COSTS

SUPERCARS bring super-sized bills, and as you would expect, every aspect of a Vantage's running costs is on the high side. All variations on the Vantage theme are in insurance group 50, and, of course, all are subject to the annual £425 luxury car road tax supplement for the first five years, because of the list price being more than £40,000.

The service interval is set at every 12 months or 10,000 miles, but all routine maintenance is free for the first five years; this includes items such as spark plugs, air and pollen filters plus brake fluid. The six-year/60,000-mile service is the big one, at £1,305 (for a V8), but after that, services alternate between £650 and £765, which includes fresh brake fluid every two years. New spark plugs are required every 40,000 miles, at £770, or £1,050 for a V12 edition.

RECALLS

THE first-generation Vantage was recalled seven times during its 14-year lifespan, but the Mk2 has been recalled just three times so far. The first two, which were issued in 2019 then again in 2020, were for the same reason: incorrectly attached airbags.

Passenger airbag issues prompted the first action, while the second was because the seat airbag fixings weren't secure. In both instances, tightening the retaining fixings rectified matters.

The third and most recent recall came in September 2024, because sub-standard oil cooler hoses were fitted. These could split, leading to oil all over the place and an engine starved of lubricant. The solution was straightforward enough though: remove the original hoses and fit new ones.



ON THE ROAD

EVEN the early coupé can crack 195mph and the roadster will do 190mph, while 0-62mph takes just 3.6 seconds. But this car isn't only about outright pace, because every aspect of it is well resolved.

The eight-speed paddleshift (not dual-clutch) automatic gearbox is brilliant with its three driving modes – arguably better in real-world use than the manual – while the Mercedes-AMG V8 engine sends its power exclusively to the rear wheels. The result is a car that is superb to drive, with engaging steering, sharp handling and a ride that's much more supple than you might expect.



ALTERNATIVES

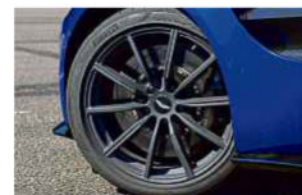
IF you have at least £70k to spend, there's a raft of very desirable sporting cars to choose from. One of the most accomplished and readily available is the Porsche 911, which also comes in open and closed forms. That's true of the Audi R8 and the Mercedes-AMG GT, too, as well as the Maserati GranTurismo, which comes in open-topped GranCabrio form.

If you want something that blends a sporty drive with opulence, the Bentley Continental might suit, but if you want serious pace and a sharper drive, the Ferrari Portofino M or Roma are for you. Or you could try a V8-powered Jaguar F-Type, which is something of a performance-car bargain.



PRACTICALITY

Access to the 350-litre boot is good; there are lots of buttons and dials on the dash and console to control functions



INTERIOR

MANY Astons have had cabins that disappointed in terms of the tech and build quality, but not here. The finish and materials are superb, while the switchgear is well laid out, with plenty of buttons rather than an over-reliance on the Mercedes-sourced touchscreen. The Vantage is strictly a two-seater, and its boot can stow a reasonable 350 litres.



VERDICT ★★★★★

WHEN we first drove the Vantage Mk2 in 2018, we said: "Today's Vantage features a modern, potent V8 from Mercedes-AMG, which offers stunning performance, while retaining the traditional Aston Martin character and charm. Combine this with a depth of dynamic ability and remarkable refinement, as well as a classy cabin and modern infotainment, and it's easy to see why the new Vantage should be a real winner for Aston Martin." Nothing has changed in the meantime; reliability is good and no element has dated significantly, while the cost of entry to the Aston Martin Vantage club is much lower than it was back in 2018. What's not to like?

LOTUS EMIRA £61,690

THE long arm of Toyota extends to Norfolk, as shown by the V6-engined version of the Lotus Emira sports car.

These two brands have teamed up many times in the past when it comes to sharing chassis dynamics (from Lotus) and excellent free-revving engines (from Toyota).

The 3.5-litre, supercharged V6 in the Emira might be descended from the one you'd find in a Toyota Camry, but it's very well suited to blasting this stylish sports car around, with 400bhp going to the rear wheels via a slick six-speed manual transmission.

We found a used 2023 Emira 3.5 V6 First Edition on sale for £61,690.

IF you're in the market for a Lotus Emira, scan the QR code on the right to view deals available now through Auto Express's network of trusted dealers.



3 CAR GARAGE

Toyota power without a Toyota? These brands cover your needs



By Alastair Crooks

THESE cars couldn't be more different and as a trio they certainly cover all bases. But there's one thing they all have in common: they're powered by Toyota. Despite being made by different brands, this three-car garage shows how it's possible to take advantage of these corporate partnerships.

This Lotus, Subaru and Suzuki trio uses engines made by the Japanese automotive giant, proving that not every car in front has to be a Toyota

SUBARU SOLTERRA £26,499

NEXT we have the Subaru Solterra, which many of you might know as the step-sister to Toyota's bZ4X. Sharing the same underpinnings, Subaru's big, family-friendly, all-electric SUV comes with a handy 257-mile range plus a 218bhp dual-motor, all-wheel-drive set-up.

There's also an extremely long list of standard equipment, including wireless Apple CarPlay on its 12.3-inch touchscreen, a powered bootlid and Subaru's 'X-Mode' off-road drive setting. As with the Suzuki below, the Subaru's depreciation is steeper than its Toyota cousin, so you won't have to worry too much about it dropping further in value.

WE saw a 2023 Solterra 150kW 71.4kWh Auto AWD Touring on offer for £26,499. Scan the QR code to see more deals

2



"Subaru's big family-friendly, all-electric SUV comes with a handy 257-mile range and all-wheel drive"

SUZUKI SWACE £14,599

THE Suzuki Swace is an identical model to the 2023 Auto Express Estate Car of the Year award-winner: the Toyota Corolla Touring Sports.

Thanks to having a different badge on it, the Swace is subject to slightly steeper depreciation than the Corolla, retaining 52.1 per cent of its original value after three years and 36,000 miles, with the Toyota keeping hold of 56.7 per cent. That means as a used buy, Suzuki's version of the hybrid load-lugger looks rather appealing.

WE saw a 2022 Suzuki Swace 1.8 Hybrid CVT SZ-T on sale in our marketplace for £14,599. Scan the QR code to view other examples currently on sale

3



"It's identical to the 2023 Auto Express Estate Car of the Year award-winner: the Toyota Corolla Touring Sports"

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

0g/km: £10 **1-50g/km:** £10 **51-75g/km:** £130 **76-90g/km:** £270 **91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440 **131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190 **191-225g/km:** £3,300 **226-255g/km:** £4,680 **255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
ABARTH					
Dealers: 82 Warranty: 3yrs/60000 mls					
500e - 3673x1682mm Euro NCAP: N/A Driver Power: N/A					
42kWh (152) auto 500e	164	7.0	0	23	£29975
42kWh (152) auto 500e Turismo 500c: add £3000	157	7.0	0	23	£33975
600e - 4187x1779mm Euro NCAP: N/A Driver Power: N/A					
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39875
ALFA ROMEO					
Dealers: 55 Warranty: 3yrs/unlimited mls					
Giulia - 4643x1873mm Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (280) auto Sprint	39.2	5.7	162	24	£42325
2.0T (280) auto Veloce	38.2	5.7	167	34	£47325
2.0T (280) auto Tributo	38.2	5.7	167	34	£50925
2.9 V6Tt (520) auto Quadrifoglio	27.7	3.9	231	46	£86885
Junior - 4173x1781mm Euro NCAP: N/A Driver Power: N/A					
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	26	£28400
1.2 Hybrid (136) auto Intensa	58.9	8.9	109	26	£33400
54kWh (156) auto Elettrica	247	9.0	0	23	£33905
54kWh (156) auto Speciale	254	9.0	0	23	£35705
54kWh (156) auto Intensa	254	9.0	0	23	£38905
54kWh (280) auto Veloce	200	6.0	0	34	£42305
Tonale - 4528x1841mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£37405
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£42405
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44585
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49585
Stelvio - 4687x1903mm Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (280) auto AWD Sprint	33.6	5.7	191	30	£50400
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£55400
2.0T (280) auto AWD Tributo	32.1	5.7	199	30	£59900
2.9 V6Tt (510) at AWD Q'foglio	23.9	3.8	267	50	£95890
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£47030
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£52030
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£55630
ALPINA					
Dealers: 7 Warranty: 3yrs/60000 mls					
D3 S - 4723x1827mm Euro NCAP: N/A Driver Power: N/A					
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250
B3 GT - 4725x1827mm Euro NCAP: N/A Driver Power: N/A					
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740
D4 S - 4792x1850mm Euro NCAP: N/A Driver Power: N/A					
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400
B4 GT - 4800x1850mm Euro NCAP: N/A Driver Power: N/A					
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740
B8 - 5092x1932mm Euro NCAP: N/A Driver Power: N/A					
4.4 V8Tt (634) auto Gran Coupe	23.9	3.3	268	50	£191300
XD3 - 4715x1897mm Euro NCAP: N/A Driver Power: N/A					
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000
XB7 - 5195x2000mm Euro NCAP: N/A Driver Power: N/A					
4.4 V8Tt (621) auto XB7	22.1	4.2	289	50	£169645
ALPINE					
Dealers: 7 Warranty: 3yrs/60000 mls					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
A290 - 4181x1798mm Euro NCAP: ★★★★★ Driver Power: N/A					
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500
A110 - 4181x1798mm Euro NCAP: N/A Driver Power: N/A					
1.8T (252) auto A110	42.2	4.5	152	44	£55160
1.8T (300) auto A110 GT	41.5	4.2	154	44	£66170
1.8T (300) auto A110 S	40.9	4.2	156	46	£68170
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£92710
ARIEL					
Dealers: N/A Warranty: 1yr/unlimited mls					
Atom - 3410x1798mm Euro NCAP: N/A Driver Power: N/A					
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394
Nomad - 3215x1850mm Euro NCAP: N/A Driver Power: N/A					
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500
ASTON MARTIN					
Dealers: 20 Warranty: 3yrs/unlimited mls					
DBX - 5039x1998mm Euro NCAP: N/A Driver Power: N/A					
4.0 V8Tt (707) auto DBX707	19.9	3.3	323	50	£205000
Vantage - 4465x1949mm Euro NCAP: N/A Driver Power: N/A					
4.0 V8Tt (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8Tt (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8Tt (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8Tt (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000
DB12 - 4725x2060mm Euro NCAP: N/A Driver Power: N/A					
4.0 V8Tt (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8Tt (680) auto DB12 Volante	23.2	4.1	276	50	£204500
Vanquish - 4850x1980mm Euro NCAP: N/A Driver Power: N/A					
5.2 V12Tt (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12Tt (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000
AUDI					
Dealers: 118 Warranty: 3yrs/60000 mls					
A1 Sportback - 4029x1740mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25905
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780
Black Edition: add £2275 to S line					
A3 Sportback - 4343x1984mm Euro NCAP: ★★★★★ Driver Power: 36th					
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£29725
1.5 (116) 30 TFSI S line	48.7	9.7	133	18	£32105
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£31275
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£33555
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30780
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£33160
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32285
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34565
1.5 (204) 40 TFSI e auto Sport	941.6	7.4	7	25	£39290
1.5 (204) 40 TFSI e auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48055
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61190
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£34185
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36565
Black Edition: add £1700 to S line (not 30 TFSI) Carbon Black: add £4650 to RS 3 Vorsprung: add £5475 to S3 Black Edition, add £7250 to RS 3					
A3 Saloon - 4495x1984mm Euro NCAP: ★★★★★ Driver Power: 36th					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
A5 - 4829x1860mm Euro NCAP:★★★★★ Driver Power: N/A					
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£30300
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£32580
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31850
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£34130
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31300
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33580
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32850
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48065
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62190
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34750
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£37030
Black Edition: add £1700 to S line Carbon Black: add £4650 to RS 3 Vorsprung: add £5475 to S3 add £7250 to RS 3					
A5 Avant - 4829x1860mm Euro NCAP:★★★★★ Driver Power: N/A					
2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	30	£45000
2.0 TFSI (204) auto S line	41.5	7.8	155	31	£47150
3.0 V6 TFSI (367) quat at SS Edition 1	37.2	4.5	173	42	£68730
2.0 TDI (204) auto Sport	58.9	7.7	127	32	£47200
2.0 TDI (204) auto S line	58.9	7.7	127	32	£49350
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	34	£48775
2.0 TDI (204) quattro auto S line	55.4	6.9	133	34	£50925
Edition 1: add £5000 to S line					
A5 Avant - 4829x1860mm Euro NCAP:★★★★★ Driver Power: N/A					
2.0 TFSI (150) auto Sport	41.5	9.8	155	24	£44560
2.0 TFSI (150) auto S line	40.9	9.8	157	24	£46710
2.0 TFSI (204) auto Sport	41.5	7.8	157	30	£46900
2.0 TFSI (204) auto S line	40.9	7.8	159	31	£49050
3.0 V6 TFSI (367) quat at SS Edition 1	36.2	4.5	177	43	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	32	£49100
2.0 TDI (204) auto S line	57.6	7.7	130	32	£51350
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	34	£50675
2.0 TDI (204) quattro auto S line	55.4	6.9	135	34	£52825
Edition 1: add £5000 to S line					
A6 - 4939x1886mm Euro NCAP:★★★★★ Driver Power: N/A					
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£60010
3.0 V6 TDI (344) quat at S6 Black S line: add £2635 to Sport	40.4	5.0	184	44	£74620
Black Edition: add £2425 to S line Vorsprung: add £14400 to S6 Black Edition					
A6 Avant - 4939x1886mm Euro NCAP:★★★★★ Driver Power: N/A					
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£120165
3.0 V6 TDI (344) quat at S6 Black Edition	39.2	5.1	189	44	£76990
Vorsprung: add £14400 to S6 Black Edition Carbon Black: add £8950 to RS 6 Carbon Vorsprung: add £17400 to RS 6					
A6 Sportback e-tron - 4928x1923mm Euro NCAP:★★★★★ Driver Power: N/A					
83kWh (326) auto Sport	384	6.0	0	43	£62530
83kWh (326) auto S line	383	6.0	0	43	£66030
100kWh (380) auto Sport perf	464	5.4	0	44	£69930
100kWh (380) auto S line perf	463	5.4	0	44	£73430
100kWh (462) quattro auto Sport	440	4.5	0	48	£75030
100kWh (462) quattro auto S line	439	4.5	0	50	£78530
100kWh (551) quattro at S6 Edition 1	407	3.9	0	50	£97530
Edition 1: add £5000 to S line					
A6 Avant e-tron - 4928x1923mm Euro NCAP:★★★★★ Driver Power: N/A					
83kWh (326) auto Sport	364	6.0	0	43	£64330
83kWh (326) auto S line	362	6.0	0	43	£67830
100kWh (380) auto Sport perf	437	5.4	0	44	£71730
100kWh (380) auto S line perf	436	5.4	0	44	£75230
100kWh (462) quattro auto Sport	418	4.5	0	48	£76830
100kWh (462) quattro auto S line	415	4.5	0	50	£80330
100kWh (551) quattro at S6 Edition 1	391	3.9	0	50	£99330
Edition 1: add £5000 to S line					
A7 Sportback - 4969x1908mm Euro NCAP: N/A Driver Power: N/A					
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£61280
2.0 (204) 40 TDI quat auto Sport S line: add £2300 to Sport	48.7	7.0	152	40	£59020
Black Edition: add £2800 to S line					
e-tron GT - 4990x1960mm Euro NCAP: N/A Driver Power: N/A					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315
Black Edition: add £2500 to S line Vorsprung: add £12000 to SQ5					

Q6 e-tron - 4771x1939mm Euro NCAP: ★★★★★ Driver Power: N/A					
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm Euro NCAP: ★★★★★ Driver Power: N/A					
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615
Black Edition: add £4550 to S line Vorsprung: add £23200 to S line, add £18950 to SQ7					

Q8 - 4986x1995mm Euro NCAP: ★★★★★ Driver Power: N/A					
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360
Black Edition: add £4550 to S line Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 Carbon Black: add £10500 to RS Q8					

BAC

Dealers: 1 Warranty: 1yr

Mono - 4952x1836mm Euro NCAP: N/A Driver Power: N/A					
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 Warranty: 3 yrs/unlimited mls

Flying Spur - 5316x1988mm Euro NCAP: N/A Driver Power: N/A					
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm Euro NCAP: N/A Driver Power: N/A					
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm Euro NCAP: N/A Driver Power: N/A					
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£226000
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

1 Series - 4361x1800mm Euro NCAP: N/A Driver Power: 17th					
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm Euro NCAP: ★★★★★ Driver Power: 24th					
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm Euro NCAP: ★★★★★ Driver Power: 24th					
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300

3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220
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i4 - 4783x1852mm Euro NCAP: ★★★★★ Driver Power: N/A					
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDrive35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDrive40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm Euro NCAP: ★★★★★ Driver Power: 26th					
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405
M Sport Pro: add £3000 to M Sport					

5 Series Touring - 5060x1900mm Euro NCAP: ★★★★★ Driver Power: 26th					
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405
M Sport Pro: add £3000 to M Sport					

i5 - 5060x1900mm Euro NCAP: ★★★★★ Driver Power: N/A					
83.9kWh (340) at eDrive40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDrive40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745
M Sport Pro: add £4000 to M Sport					

i5 Touring - 5060x1900mm Euro NCAP: ★★★★★ Driver Power: N/A					
83.9kWh (340) at eDrive40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDrive40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995
M Sport Pro: add £4000 to M Sport					

7 Series - 5391x1950mm Euro NCAP: N/A Driver Power: N/A					
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm Euro NCAP: N/A Driver Power: N/A					
106kWh (455) at eDrive50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDrive50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDrive60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDrive60 M Sport	384	4.7	0	50	£120235
106kWh (650) auto M70 xDrive	348	3.7	0	50	£164320
Pro: add £20445 to Excellence, add £23195 to M Sport					

8 Series Gran Coupe - 4843x1902mm Euro NCAP: N/A Driver Power: N/A					
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm Euro NCAP: N/A Driver Power: N/A					
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£35840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680
Luxury: add £865 to Sport M Sport: add £3730 to Sport					

X1 - 4500x1845mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDrive25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDrive25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDrive30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125
M Sport: add £2750 to xLine					

X2 - 4554x1845mm					
Euro NCAP: N/A Driver Power: N/A					
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 eDr30 M Sport	267	5.6	0	38	£57445

Dealers: 128 Warranty: 3yrs/60000 mls

Leon - 4398x1799mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£32625
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920
V8: add £1650 to 1.5 TSI VZ, add £1995 to eTSI VZ, add £1935 to e-Hybrid VZ VZ3: add £3330 to VZ2					

Leon Estate - 4657x1799mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645
V8: add £1650 to 1.5 TSI VZ, add £1935 to e-Hybrid VZ VZ3: add £3330 to VZ2					

Born - 4322x1809mm Euro NCAP: ★★★★★ Driver Power: N/A					
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto V2	366	5.6	0	34	£44625
V3: add £1750 to 58kWh V2					

Ateca - 4394x1841mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345
VZ: add £1785 to V1 VZN: add £2000 to VZ3					

Formentor - 4451x1839mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445
V3: add £1995 to 1.5 TSI VZ, add £2300 to eTSI VZ, add £2290 to e-Hybrid VZ VZ3: add £3160 to VZ2 VZN: add £4185 to VZ2					

Terramar - 4519x1863mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm Euro NCAP: ★★★★★ Driver Power: N/A					
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 Warranty: 3yrs/60000 mls

Sandero - 4088x1848mm Euro NCAP: ★★ Driver Power: N/A					
1.0 Tce (90) Essential	53.3	12.2	119	12	£14715
1.0 Tce (90) Expression	53.3	12.2	119	14	£15715
1.0 Tce (90) Journey	53.3	12.2	119	14	£16715
1.0 Tce (90) auto Journey	49.6	13.4	129	12	£18215
1.0 Tce Bi-Fuel (100) Essential	52.3	12.2	106	8	£14725
1.0 Tce Bi-Fuel (100) Expression	52.4	12.2	106	8	£15725
1.0 Tce Bi-Fuel (100) Journey	52.4	12.2	106	8	£16725

Sandero Stepway - 4099x1848mm Euro NCAP: ★★ Driver Power: N/A					
1.0 Tce (90) Essential	50.4	12.0	127	10	£16015
1.0 Tce (90) Expression	50.4	12.0	127	10	£17015
1.0 Tce (90) auto Extreme	45.6	14.2	140	10	£19915
1.0 Tce Bi-Fuel (100) Essential	48.7	11.9	115	10	£16075
1.0 Tce Bi-Fuel (100) Expression	48.7	11.9	115	11	£17075
1.0 Tce (110) Extreme	51.4	10.0	125	17	£18645
Extreme: add £1350 to Expression					

Jogger - 4547x1848mm Euro NCAP: ★★ Driver Power: N/A					
1.0 Tce (110) Essential	47.9	11.2	132	13	£18970
1.0 Tce (110) Expression	48.7	11.2	132	13	£20270
1.0 Tce (110) Extreme	48.7	11.2	132	13	£21120
1.6 Tce Hyb (140) at Expression	58.9	10.0	108	15	£23305
1.6 Tce Hyb (140) at Extreme	57.6	10.0	109	15	£24305

Spring - 3701x1583mm Euro NCAP: ★ Driver Power: N/A					
27kWh (45) auto Expression	140	19.1	0	24	£14995

27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 Tce Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£19380
1.2 Tce (130) Expression 4x2	51.3	9.9	124	24	£21820
1.2 Tce (130) Expression 4x4	46.3	11.0	135	24	£24070
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24830
Journey: add £1700 to Expression Extreme: add £2500 to Expression					

Bigster - 4579x1812mm Euro NCAP: N/A Driver Power: N/A					
1.2 Tce (140) Expression	50.0	9.8	122	27	£25215
1.2 Tce (130) Expression 4x4	46.0	11.2	134	26	£27465
1.8 Hybrid (155) auto Expression	58.0	9.7	105	28	£28190
Journey: add £1250 to Expression (not Tce X) Extreme: add £1500 to Expression					

DS

Dealers: 196 Warranty: 3yrs/60000 mls

DS 3 - 4118x1791mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32580
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33380
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34520
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£39210
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£41150

DS 4 - 4400x1830mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£34630
1.2 Hybrid (136) auto Pallas 55	54.3	10.4	117	20	£35730
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£35720
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£38070

DS 9 - 4934x1932mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56310
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64910

DS 7 Crossback - 4593x1890mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.6 Hyb E-Tense (225) auto Etoile	220.9	8.9	33	35	£52380
1.5 BlueHDi (130) auto Pallas	53.3	10.7	146	27	£40580
1.5 BlueHDi (130) auto Etoile	53.3	10.7	146	28	£44600

No. 8 - 4820x1900mm Euro NCAP: N/A Driver Power: N/A					
74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54690
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (245) at Etoile AWD Long	431	5.4	0	N/A	£63290

FERRARI

Dealers: 14 Warranty: 4yrs/unlimited mls

Purosangue - 4973x2028mm Euro NCAP: N/A Driver Power: N/A					
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm Euro NCAP: N/A Driver Power: N/A					
3.9 V8Tt (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8Tt (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm Euro NCAP: N/A Driver Power: N/A					
3.0 V6Tt Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6Tt Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm Euro NCAP: N/A Driver Power: N/A					
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale

- 4710-4850x1972-2000mm Euro NCAP: N/A Driver Power: N/A					
4.0 V8Tt (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8Tt (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8Tt (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8Tt (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 Warranty: 3yrs/60000 mls

Grande Panda - 3999x1763mm Euro NCAP: N/A Driver Power: N/A					
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3632x1900mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Euro NCAP: N/A Driver Power: N/A					
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£22100
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24750
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£23350
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£26000
Premium: add £1150 to Advance N Line S: same price as Ultimate					

i30 - 4340x1795mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590
Premium: add £3050 to Advance N Line S: add £2020 to N Line					

i30 Tourer - 4585x1795mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26705
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755

Ionix 5 - 4655x1890mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010
Premium: add £5500 to Advance N Line S: add £5000 to N Line					

Ionix 6 - 4855x1880mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD Ultimate: add £3500 to Premium	322	5.1	0	41	£50550

Inster - 3825-3845x1610mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
42kWh (97) auto 01	203	11.7	0	N/A	£23805
49kWh (115) auto 01	229	10.6	0	N/A	£25055
49kWh (115) auto 02	223	10.6	0	N/A	£26755
49kWh (115) auto Cross	229	10.6	0	N/A	£29055

Bayon - 4180x1775mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium Ultimate: add £1400 to Premium	51.4	12.4	125	15	£25775

Kona - 4350x1825mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29245
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
48kWh (156) auto Advance	234	8.8	0	25	£32400
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000
N Line S: add £2400 to N Line, add £2700 to EV Ultimate: same price as N Line S					

Tucson - 4510x1865mm					
Euro NCAP: ★★★★★ Driver Power: 13th					
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£34080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485
Premium: same price as N Line N Line S: add £2500 to N Line Ultimate: same price as N Line S					

Santa Fe - 4830x1900mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.6 T-GDi Hybrid (215) at Prem ZWD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim ZWD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig ZWD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49455
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745
Six seats: add £1000 to Calligraphy					

INEOS

Dealers: TBC Warranty: 5yrs/TBC mls

Grenadier - 4895x1930mm					
Euro NCAP: N/A Driver Power: N/A					
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£71385
Fieldmaster/Trialmaster Editions: add £7500					

Quartermaster - 5440x1930mm					
Euro NCAP: N/A Driver Power: N/A					
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66240
Fieldmaster/Trialmaster Editions: add £7500					

ISUZU

Dealers: 103 Warranty: 5yrs/125000 mls

D-Max - 5280x1870mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.9D (164) Utility Double Cab	33.7	12.7	220	39	£38146
1.9D (164) DL20 Double Cab	32.5	12.7	220	39	£40306
1.9D (164) DL40 Double Cab	32.5	12.7	220	40	£44026
1.9D (164) V-Cross Double Cab	32.5	12.7	220	40	£45826
1.9D (164) auto DL20 Double Cab	31.8	13.0	241	40	£43480
1.9D (164) auto DL40 Double Cab	31.4	13.0	241	40	£44280
1.9D (164) at V-Cross Double Cab	31.4	13.0	241	40	£49000
1.9D (164) at Arc Trucks AT35 DC	32.5	12.7	241	40	£68326

JAECOO

Dealers: N/A Warranty: 7yrs/100000 mls

Jaecoo 7 - 4500x1865mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.6T (147) auto Deluxe	37.7	10.3	169	21	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	22	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	31	£35000

JEEP

Dealers: 66 Warranty: 3yrs/60000 mls

Avenger - 4084x1797mm					
Euro NCAP: ★★★ Driver Power: N/A					
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999

Renegade - 4236x1805mm					
Euro NCAP: ★★★ Driver Power: N/A					
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219

Compass - 4404x1874mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765

Wrangler - 4882x1894mm					
Euro NCAP: ★ Driver Power: N/A					
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870

Grand Cherokee - 4914x1979mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914

KGM MOTORS

Dealers: 63 Warranty: 5yrs/100000 mls

Tivoli - 4225x1810mm					
Euro NCAP: ★★★★ Driver Power: N/A					
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749

Korando - 4450x1870mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995

Torres - 4715x1890mm					
Euro NCAP: N/A Driver Power: N/A					

1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8Tt (579) at 600 May 1st Class	20.5	4.9	315	50	£187250
4.0 V8Tt (634) at AMG G3 4MAT+	21.1	4.2	303	50	£158400
3.0 (367) at 450 d 4MAT AMG Line	33.6	6.1	222	50	£110800
Business Class: add £10000 to AMG Line					
EQS SUV - 5125x1957mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
118kWh (360) at 450 4MAT AMG Li	400	6.2	0	50	£129480
118kWh (544) at 580 4MAT AMG Li	400	4.8	0	50	£139480
118kWh (658) at 680 4MAT Maybach	374	4.4	0	50	£200870
Business Class: add £14325 to AMG Line					
G-Class - 4873x1984mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£150875
4.0 V8Tt (605) auto AMG G 63	19.1	4.4	338	50	£189375
3.0 (387) auto G 450 d AMG Line	31.4	5.8	235	50	£141065
116kWh (587) at G 580 EQ AMG Line	280	4.7	0	50	£154870
Carbon Edition: add £10000 to AMG G 63 Manufaktur Edition: add £16500 to AMG G 63 Magno Edition: add £19000 to AMG G 63					
CLE-Class Coupe - 4850-4853x1861-1936mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (204) auto CLE 200 AMG Line	42.8	7.4	148	35	£47675
2.0T (258) at CLE 300 4MT AMG LIP	40.4	6.2	158	40	£57370
2.0T (313) at CLE 300 eAMG LIP	470.8	6.3	13	45	£61620
3.0T (381) at CLE 450 4MT AMG LIP	36.7	4.4	175	43	£68325
3.0T (471) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£75660
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£50075
CLE-Class Cabriolet - 4850-4853x1861-1936mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£54495
2.0T (258) at CLE 300 4MT AMG LIP	39.2	6.6	167	44	£61370
3.0T (381) at CLE 450 4MT AMG LIP	35.3	4.7	180	46	£72325
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£79660
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£56075
AMG SL - 4700x1915mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (434) auto SL 43 Premium	31.4	4.7	206	50	£109910
2.0T (434) at SL 43 Premium Plus	31.4	4.7	215	50	£118910
4.0 V8Tt (476) at SL 55 4MT Prem+	21.7	3.9	305	50	£152900
4.0 V8Tt (585) at SL 63 4MT Prem+	21.7	3.6	305	50	£177150
4.0 V8Tt (816) at SL 63 4MT S E Prf	28.3	2.9	228	50	£196740
AMG GT - 4728x1984mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (421) auto GT 43 Premium	27.4	4.6	235	50	£105435
4.0 V8Tt (476) at GT 55 4MT Prem	20.2	3.9	319	50	£142200
4.0 V8Tt (585) at GT 63 4MT Prem	20.2	3.2	319	50	£163500
4.0 V8Tt (612) at GT 63 4MT Pro	20.2	3.2	319	50	£179350
4.0 V8Tt (816) at GT 63 4MT S E Prf	26.7	2.8	241	50	£186290
MG					
Dealers: 71 Warranty: 7 yrs/80000 mls					
MG3 - 4113x1797mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495
MG4 - 4287x1836mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495
MG5 - 4600x1818mm					
Euro NCAP: N/A Driver Power: N/A					
52.5kWh (156) auto SE	214	7.7	0	32	£30995
Trophy: add £2500 to SE					
ZS - 4430x1818mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	22	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	22	£24495
MGSS EV - 4476x1849mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
49kWh (170) auto SE	211	8.0	0	29	£28495
64kWh (213) auto SE Long Range	298	6.3	0	34	£30995
64kWh (231) at Trophy Long Range	288	6.3	0	34	£33495
HS - 4670x1890mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495
Trophy: add £2500 to SE					
Cyberster - 4535x1913mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995
MINI					
Dealers: 148 Warranty: 3 yrs/unlimited mls					
Cooper - 3858x1744mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T (156) auto C Classic	47.9	7.7	133	21	£25265
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£27465
2.0T (204) auto S Classic	45.6	6.6	140	25	£28265
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£29465
2.0T (231) auto John Cooper Works	43.5	6.1	147	27	£33815
41kWh (184) auto E Classic	190	7.3	0	20	£26905
41kWh (184) auto E Exclusive	190	7.3	0	20	£29105
54kWh (218) auto SE Classic	250	6.7	0	26	£29905
54kWh (218) auto SE Exclusive	250	6.7	0	26	£32105
54kWh (258) at John Cooper Works	250	5.9	0	26	£35455
Sport: add £1300 to Exclusive					
Cooper 5-Door - 4036x1744mm					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T (156) auto C Classic	47.1	8.0	136	21	£26265
1.5T (156) auto C Exclusive	46.3	8.0	137	22	£28465
2.0T (204) auto S Classic	44.8	6.8	142	24	£29265
2.0T (204) auto S Exclusive	44.8	6.8	142	25	£31465
Sport: add £1300 to Exclusive					
Cooper Convertible - 3879x1744mm					
Euro NCAP: N/A Driver Power: N/A					
2.0T (163) auto C Classic	43.5	8.2	147	23	£28715
2.0T (163) auto C Exclusive	43.5	8.2	148	23	£30915
2.0T (204) auto S Classic	42.8	6.9	149	27	£31715
2.0T (204) auto S Exclusive	42.8	6.9	149	27	£33915
2.0T (231) auto John Cooper Works	40.9	6.4	156	29	£37535
Sport: add £1300 to Exclusive					
Aceman - 4079x1754mm					
Euro NCAP: N/A Driver Power: N/A					
38.5kWh (184) auto E Classic	192	7.9	0	20	£28905
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£31105
49.2kWh (218) auto SE Classic	251	7.1	0	23	£31905
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£34105
49.2kWh (258) at J Cooper Works	242	6.4	0	24	£36905
Sport: add £1300 to Exclusive					
Countryman - 4444x1843mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T (170) auto C Classic	47.9	8.3	133	20	£29100
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31600
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£35100
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£38420
2.0T (300) at J Cooper Works ALL4	36.2	5.4	177	30	£42750
64.6kWh (204) auto E Classic	286	8.6	0	23	£33005
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£35505
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£39005
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£41505
Sport: add £1200 to Exclusive					
MORGAN					
Dealers: 18 Warranty: TBC					
Super 3 - 3581-1840mm					
Euro NCAP: N/A Driver Power: N/A					
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165
Roadster - 3700-3890x1680-1756mm					
Euro NCAP: N/A Driver Power: N/A					
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995
NISSAN					
Dealers: 221 Warranty: 3yrs/60000 mls					
Juke - 4210x1800mm					
Euro NCAP: ★★★★★ Driver Power: 27th					
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£24045
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£26045
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25545
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27545
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29575
Tekna+: add £1500 to N-Connecta Tekna+: add £1400 to Tekna N-Sport: same price as Tekna+					
Qashqai - 4394x1806mm					
Euro NCAP: ★★★★★ Driver Power: 28th					
1.3 DIG-T (140) Acenta Premium	44.8	10.2	142	12	£30615
1.3 DIG-T (140) Tekna	44.1	10.2	145	13	£35005
1.3 DIG-T (158) Acenta Premium	44.8	9.5	142	17	£31335
1.3 DIG-T (158) Tekna	44.1	9.5	145	18	£35725
1.3 DIG-T (158) at Acenta Premium	45.6	9.2	141	15	£32935
1.3 DIG-T (158) auto Tekna	44.1	9.2	144	16	£37625
1.3 DIG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DIG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39820
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34860
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39730
N-Connecta: add £2170 to Acenta Premium N-Design: add £4170 to Acenta Premium Tekna+: add £2790 to Tekna (not DIG-T 140)					
X-Trail - 4680x1840mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£36225
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£42290
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37770
1.5 e-Power (204) auto N Trek	48.7	8.0	130	26	£43780
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43935
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£40070
1.5 e-Power (213) at N TrekAWD	44.8	7.0	141	30	£45980
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£46135
Seven seats: add £1000 (not e-Power 204) N-Connecta: add £2825 to Acenta Premium Tekna+: add £2670 to Tekna					
Ariya - 4595x1850mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
63kWh (217) auto Engage	251	7.5	0	30	£39655
63kWh (217) auto Advance	250	7.5	0	30	£43155
87kWh (242) auto Engage	330	7.6	0	34	£44655
87kWh (242) auto Advance	329	7.6	0	34	£48155
87kWh (306) auto Advance4WD	319	5.7	0	41	£50855
87kWh (435) auto Nismo 4WD	261	5.1	0	41	£56630
Evolve: add £3995 to Advance					
OMODA					
Dealers: TBC Warranty: 7yrs/100000 mls					
Omoda 5 - 4424x1830mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555
Omoda 9 - 4775x1920mm					
Euro NCAP: N/A Driver Power: N/A					
1.5T PHEV (449) auto Noble	47.1	4.9	38	45	£44990
PEUGEOT					

4 E-Tech - 4144x1808mm									
Euro NCAP: ★★★★★ Driver Power: N/A									
52kWh (150) auto Evolution	247	8.2	0	28	£26995				
52kWh (150) auto Techno	244	8.2	0	27	£28995				
52kWh (150) auto Iconic	243	8.2	0	28	£30995				
Captur - 4239x1797mm									
Euro NCAP: ★★★★★ Driver Power: N/A									
1.0 Tc (90) Evolution	47.9	13.3	133	11	£22195				
1.0 Tc (90) Techno	47.9	13.3	133	11	£23995				
1.8 E-Tech (160) auto Evolution	61.4	8.9	103	16	£25195				
1.8 E-Tech (160) auto Techno	61.4	8.9	104	16	£26995				
1.8 E-Tech (160) auto Esprit Alpine	60.1	8.9	105	17	£28795				
Symbioz - 4413x1797mm									
Euro NCAP: ★★★★★ Driver Power: N/A									
1.3 Tc (140) auto Techno	47.9	11.2	133	16	£27395				
1.8 E-Tech (160) auto Techno	65.7	9.1	97	19	£29795				
1.8 E-Tech (160) at Techno Alpine	65.7	9.1	97	19	£31795				
1.8 E-Tech (160) at Iconic Alpine	65.7	9.1	97	20	£33795				
Scenic E-Tech - 4470x1864mm									
Euro NCAP: ★★★★★ Driver Power: N/A									
87kWh (220) auto Techno	379	7.9	0	32	£37195				
87kWh (220) at Techno Esprit Alpine	372	7.9	0	32	£39995				
87kWh (220) at Iconic Esprit Alpine	369	7.9	0	32	£42195				
Austral - 4510x1825mm									
Euro NCAP: ★★★★★ Driver Power: N/A									
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34195				
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695				
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695				
Rafale - 4710x1866mm									
Euro NCAP: ★★★★★ Driver Power: N/A									
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195				
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195				
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695				
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695				
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695				
ROLLS-ROYCE									
Dealers: 6 Warranty: 4 yrs/unlimited mls									
Cullinan - 5341x2164mm									
Euro NCAP: ★★★★★ Driver Power: N/A									
6.75 V12 (571) auto	18.1	5.2	341	50	£332000				
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000				
Ghost - 5545-5715x2148mm									
Euro NCAP: ★★★★★ Driver Power: N/A									
6.75 V12 (571) auto	18.6	4.6	347	50	£278000				
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400				
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000				
Phantom - 5762-5982x2018mm									
Euro NCAP: ★★★★★ Driver Power: N/A									
6.75 V12 (571) auto	18.8	5.1	328	50	£417200				
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000				
Spectre - 5475x1996mm									
Euro NCAP: ★★★★★ Driver Power: N/A									
120kWh (577) auto	323	4.5	0	50	£332000				
SEAT									
Dealers: 128 Warranty: 3 yrs/60000 mls									
Ibiza - 4059x1780mm									
Euro NCAP: ★★★★★ Driver Power: N/A									
1.0 TSI (95) SE	55.4	11.0	117	11	£19725				
1.0 TSI (95) FR	52.3	11.0	123	12	£22105				
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320				
1.0 TSI (115) FR	51.4	9.7	124	15	£22520				
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575				
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600				
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655				
SE Technology: add £1070 to SE									
FR Sport: add £915 to FR									
Xcellence Lux: add £1250 to									
Xcellence Anniversary									
Edition: add £955 to FR Sport									
Leon - 4368x1991mm									
Euro NCAP: ★★★★★ Driver Power: N/A									
1.5 TSI (115) SE	50.4	10.4	128	14	£24250				
1.5 TSI (115) FR	48.7	10.4	131	14	£27785				
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280				
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025				
1.5 TSI (150) FR	48.7	8.7	131	19	£29365				
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375				
1.0 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445				
2.0 TDI (115) SE	62.8	8.7	119	19	£27190				
2.0 TDI (150) FR	58.9	8.7	127	19	£31420				
Leon ST estate: add £1480									
SE Dynamic: add £1680 to SE									
FR Sport: add £1915 to FR									
(not 1.0 TSI manual)									
Arona - 4138x1780mm									
Euro NCAP: ★★★★★ Driver Power: N/A									
1.0 TSI (95) S	49.6	11.3	129	10	£19995				
1.0 TSI (95) SE	51.4	11.3	124	10	£22460				
1.0 TSI (115) FR	52.3	10.0	124	14	£25875				
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595				
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700				
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955				
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595				
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240				
SE Technology: add £1065 to SE									
FR Sport: add £1170 to FR Xperience									
Lux: add £1665 to Xperience									
Ateca - 4381x1841mm									
Euro NCAP: ★★★★★ Driver Power: N/A									
1.0 TSI (115) SE	47.1	11.0	137	13	£28635				
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560				
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430				
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715				
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£33200				

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
b24X - 4690x1860mm Euro NCAP: ★★★★★ Driver Power: N/A					
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810
Vision: add £3600 to Motion					
RAV4 - 4600x1855mm Euro NCAP: ★★★★★ Driver Power: 31st					
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£44175
Excel: add £2985 to Design (not PHEV) GR Sport: add £4545 to Hybrid Design AWD, add £4815 to PHEV Design					
Land Cruiser - 4925x1980mm Euro NCAP: N/A Driver Power: N/A					
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995
Hilux - 5325x1855-1900mm Euro NCAP: ★★★★ Driver Power: N/A					
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940
VAUXHALL					
Dealers: 338 Warranty: 3yrs/60000 mls					
Corsa - 4055x1765mm Euro NCAP: ★★★★★ Driver Power: 43rd					
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	25	£25280
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£34040
54kWh (156) auto GS	246	8.2	0	28	£32625
Ultimate: add £2780 to GS 1.2T (100) Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric					
Astra - 4374x1860mm Euro NCAP: ★★★★★ Driver Power: 3rd					
1.2 Turbo (100) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (136) auto GS	60.1	9.0	109	20	£33230
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240
Sports Tourer estate: add £2200 Ultimate: add £3115 to GS 1.2T/ PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric					
Combo Life Electric - 4403-4753x1921mm Euro NCAP: ★★★★ Driver Power: N/A					
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595
Vivaro Life Electric - 4956-5306x1920mm Euro NCAP: ★★★★★ Driver Power: N/A					
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795
Design: add £5605 to 75kWh Combi Ultimate: add £5325 to Design					
Mokka - 4151x1791mm Euro NCAP: N/A Driver Power: 18th					
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (136) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (136) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905
Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric					
Frontera - 4385x1795mm Euro NCAP: N/A Driver Power: N/A					
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395
Seven seats: add £550 to 1.2 GS					
Grandland - 4477x1856mm Euro NCAP: ★★★★ Driver Power: N/A					
1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195
VOLKSWAGEN					

Dealers: 223 Warranty: 3yrs/60000 mls					
Polo - 4074x1751mm Euro NCAP: ★★★★★ Driver Power: 34th					
1.0 (80) Life	52.7	15.6	122	1	£21210
1.0 TSI (95) Life	55.2	10.8	116	8	£22150
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24550
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23585
1.0 TSI (95) auto R-Line	52.3	11.5	123	11	£25985
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27210
1.0 TSI (207) auto GTI	43.1	6.5	149	23	£30430
Match: add £690 to 1.0 TSI Life Style: add £2400 to 1.0 TSI (95) Life					
Golf - 4284x1789mm Euro NCAP: ★★★★★ Driver Power: 49th					
1.5 TSI (115) Life	53.1	9.9	121	17	£27760
1.5 TSI (115) Match	51.9	9.9	124	17	£27935
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	51.0	8.6	126	21	£29075
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31100
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30665
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£32690
1.5 TSI PHEV (204) auto Match	1000.4	7.2	6	26	£36140
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40330
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40025
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42780
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£45435
2.0 TDI (115) Match	63.5	10.2	115	19	£29730
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34500
Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) Black Edition: add £1000 to R-Line R Black Edition: add £1250 to R					
Golf Estate - 4633x1789mm Euro NCAP: ★★★★★ Driver Power: 49th					
1.5 TSI (115) Life	52.5	10.2	123	17	£29195
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£30785
1.5 TSI (150) Life	51.5	8.8	125	21	£30325
1.5 TSI (150) Style	50.2	8.8	128	22	£31995
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£31915
1.5 TSI (150) auto Style	52.3	8.6	123	23	£33585
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45970
2.0 TDI (115) Life	64.4	10.5	115	19	£30990
2.0 TDI (150) auto Style	59.5	8.4	124	24	£35390
R-Line: add £540 to Style					
ID.3 - 4261x1809mm Euro NCAP: ★★★★★ Driver Power: N/A					
52kWh (170) auto Pure Essential	241	8.2	0	20	£30850
58kWh (204) auto Pro S Essential	269	7.6	0	26	£35730
77kWh (204) auto Pro S Essential	346	8.2	0	30	£39220
79kWh (326) auto GTX Performance	369	5.7	0	34	£46315
Match: add £710-£1360 to Essential					
Passat Estate - 4917x1849mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£39610
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£42705
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47035
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44335
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47430
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48680
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£50150
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51200
ID.7 - 4961x1862mm Euro NCAP: ★★★★★ Driver Power: N/A					
Sports Tourer estate: add £2200 Ultimate: add £3115 to GS 1.2T/ PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric					
77kWh (286) auto Pro Match	381	6.5	0	38	£51580
86kWh (286) auto Pro S Match	436	6.6	0	39	£55480
86kWh (340) auto 4MOTION GTX	365	5.4	0	41	£62010
ID.7 Tourer - 4961x1862mm Euro NCAP: ★★★★★ Driver Power: N/A					
77kWh (286) auto Pro Match	373	6.6	0	38	£52270
86kWh (286) auto Pro S Match	424	6.7	0	38	£56170
86kWh (340) auto 4MOTION GTX	358	5.5	0	41	£62700
Touran - 4527x1829mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 TSI (116) Match	44.4	8.9	145	18	£39960
1.5 TSI (150) auto Match	43.1	8.9	149	18	£41260
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£40805
R-Line: add £1480 to SEL					
ID. Buzz - 4962-4712x1985mm Euro NCAP: ★★★★★ Driver Power: N/A					
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59545
86kWh (286) auto Style LWB	286	7.9	0	40	£64345
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67945
Six seats: add £150 to SWB					
Caddy - 4500-4853x1855mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927



IT was me. I'm that "naive" car bloke whose request for a few new, small, pure-electric models at around £10,000 a pop was "greedily unreasonable" and "hopelessly out of touch" – or maybe not, I'm now smugly telling myself.

Consumer scepticism, suspicion and wariness of EVs and their generally high prices were rife in 2024. This prompted my end-of-year plea to the armies of manufacturing, marketing and sales boys and girls out there to put at least one unapologetically modest, bargain-basement pure-EV on the market in 2025. If nothing else, it would be a symbolic gesture and might just appeal to sceptics reluctant to splash out big bucks on pure-electric cars and tech they're wary of, but who could be willing and financially able to have an exploratory dabble on one if it was dirt cheap.

Thus my proposal for what I dubbed the 10:100 – a £10,000 pure-electric four-seat car with a range of at least 100 miles in the real world and capable of 70mph on motorways.

Now, eight months later, the most modest motor of my tight-fisted dreams has arrived online and in the showrooms. I'm vindicated!

The latest developments go a bit like this: this summer you can be the outright owner of a proper, four-seat, delivery mileage, 100 per cent-electric car priced at, or very close to, £10k. Realistically, think a 130-mile real-world range – not brilliant, but OK for an urban dweller or a rural family in need of a low-mileage second or third car.

Admittedly, there are one or two negatives, the most significant being that while this EV at this sort of money has delivery mileage only, it will be officially "pre-registered" rather than "brand new" at point of sale; legally, therefore, you'll be the second owner (the first was the dealership which, for boring and complicated reasons, registered it to itself). Who cares? Not me... or you if you're seeking a great deal. After all, "pre-reg" and "new" cars are pretty much the same thing – unused, warrantied models, each with only a few miles on the clock and therefore factory fresh and good to go. What's not to like?

The just-arrived £10k EV in question is the strangely appealing, serial award-winning Dacia Spring mini-SUV, which has an official and not unreasonable starting price of £14,995, but can now be purchased in pre-reg guise for £10k, give or take a few pennies.

Of the many I've seen on sale recently, the one at the official Dacia/Renault dealer in Nottingham impressed me most, thanks to having a mere 10 miles on the clock and a khaki paint job that does the Spring the sort of justice that no other factory colour can.

It's £10,017 (for an unused, 100 per cent-electric car, remember) and there are plenty of other examples at similarly low prices, so if the Dacia Spring isn't the EV bargain of the year, the decade and the century so far, I don't know what is.

MIKE RUTHERFORD

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AUTO EXPRESS NEXT WEEK

ON SALE Weds 16 July

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Does electric powertrain turn iconic 4x4 into the ultimate luxury car?

TESTED



Lotus Eletre faces up to new BMW iX

Our testers get to grips with two cars at the very cutting edge of EV tech

REPORT



Goodwood Festival of Speed round-up

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Model shown is MY25 NX 450h+. Fuel economy: Mpg (l/100km) (weighted combined): 282.4 (1) to 256.8 (11). Electric energy consumption (weighted combined): 2.5 to 2.3 miles/kWh. CO₂ emissions (weighted): 22 to 26 g/km. Equivalent all-electric range: 45.9 to 42.5 miles. Plug-in hybrid vehicle requiring mains electricity for charging. Figures obtained using a combination of battery power and fuel and only for comparison purposes. Only compare figures with other similar cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon several factors. UK specifications may vary